

*Rockport, Maine*  
**COMPREHENSIVE PLAN, 2004**  
**BOOK II**  
*Inventory and Analysis*

**DRAFT**

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# BOOK II

## INVENTORY & ANALYSIS

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# Rockport History

SINCE 1769

Although visited from time to time by ships seeking timber, it was not until 1769 that the first British settler, Robert Thorndike, came with his family of seven children to inhabit what is now Rockport Village, by the Goose River. He had explored the country on numerous trips looking for timber and in 1768 he settled on approximately 50 acres, purchased from the Twenty Associates. The Twenty Associates included Brigadier General Samuel Waldo, who along with a company of his partners, the Ten Proprietors, claimed the Waldo Patent — approximately one million acres located between the Medomac and Penobscot rivers.

Robert Thorndike's land extended from the easterly shore of Goose Harbor to Lily Pond, occupying a portion of the larger area that the Indians had called "Megunticook."

Gradually, other families arrived, settling around the harbor, and in Clam Cove (Glen Cove) and Simonton Corner. With the American Revolution, immigration ceased. The settlements were vulnerable to attack during the Revolutionary Period, and it wasn't until the close of the war that more people arrived. Soon, Goose River had a general store and a schoolhouse.

By February 16, 1791 the Plantation of Cambden (sic) was incorporated and included what was to become Camden and Rockport. In Boston, Massachusetts Governor John Hancock lent his signature to the document, and by April 4, 1791, the community was holding its first town meeting at Peter Ott's Inn at Goose River. Three other meetings were also called within that year.

Goose River adopted the name Rockport in 1852 when the growing village decided it needed a more pleasing and appropriate name for its new post office.

## *Rockport Splits from Camden*

Dissension between Camden and Rockport, due to economic and cultural differences, commenced almost immediately after the incorporation. Even at the first meeting, the Harbor (Camden) people accused the River (Rockport) people of filling all the town offices with Goose River men.

While much of Rockport was essentially rural, Camden already was a center of trade. Town reports continuously reflected arguments about the cost of rebuilding or repairing a bridge over the Goose River. Other historians attribute the growing rift over the next century between Rockport and Camden to differing goals: Rockport wanted to promote industry, while many Camden residents were focused on building tourism. The official separation finally came on February 25, 1891 when Camden filed a petition for separation from Rockport.

The newly independent Rockport needed an adequate space to hold large gatherings, which led to the construction of the Rockport Opera House in 1892. Over the years, that building has been used as a YMCA, schoolhouse, and library. By the late 1960s, the building had fallen into disrepair and tearing it down was a consideration. However, a drive to save it was spearheaded by Dorothy Brown, the Garden Club, and other public-spir-

## HISTORY

ited citizens, and by 1971, restoration was underway. Today, it is used for community events and is home for Bay Chamber concerts. In 2001-2002, the town recorded \$11,000 in Opera House revenues.

Rockport grew to become one of the prominent commercial centers of the state during the last half of the 19<sup>th</sup> Century and the first decade of the 20<sup>th</sup> Century. Shipbuilding and fishing, plus the lime, ice, and fish-canning industries provided the principal means of support for inhabitants. Other ventures included cooperage (the making and repairing of barrels and casks), a shirt factory, gristmill, paper manufacturer, and maritime shippers. Because of the large number of ships entering Rockport Harbor, the Custom's House was moved from Camden to Rockport in 1888.

By 1920, the economic boom was over. As wooden ships were replaced by less vulnerable metal vessels, shipbuilding came to an end, except for brief periods during the world wars. The demand for ice ceased as refrigeration became available.

Greater reliance on regional farming caused many farmers to abandon basic food crops and leave their farms. Finns, who had lost their jobs as stonecutters in the St. George area, acquired many of the farms, turning them into successful blueberry-raising operations. Competition and other economic factors snuffed out the fires of the lime kilns, and the railroad tracks of the Rockland & Rockport Lime Company between the harbor and Simonton's Corner were disassembled. The economic stagnation resulted in a population decline that began in the 1900s, and which reduced Rockport's population from 2,314 residents in 1900 to a low of 1,526 by 1940.

### *Rockport Village Revitalized*

Through the efforts of longtime summer resident and philanthropist Mary Louise Bok, the vacant and dilapidated buildings that had housed workers and businesses along both sides of the harbor were torn down and the land cleared in the 1930s. Pupils and faculty of the Curtis Music Institute chose Rockport for their summer home. Largely because of that influence, the harbor shoreline was converted to residential use.

Rockport Marine Park was completed in 1975, and by the end of the 1990s, the Friends of Rockport Harbor successfully raised \$200,000, matched by \$200,000 appropriated by Rockport voters in 1999 to buy more land adjacent to the park. That land included "Goody's Beach," a small sandy beach that had been owned by longtime resident Goody Kononen, who has since passed away.

In 2001, a new harbormaster's building was built, replacing the old fish cannery that had been housing offices and boat storage space.

The Marine Park also contains, thanks to a donation from Mary Meeker Cramer, a Vulcan Narrow Gauge locomotive, the type used when the lime kilns there at the park were in use more than 100 years ago.

Tourism was a steady post-World War Two development as Maine began to attract more vacationers and their automobiles. Many of Rockport's small businesses thrive because of tourism, but there are several large employees in town: as of 2001 and 2002, Penobscot Bay Medical Center and associated practices employed 1,200; Samoset Resort, 295; Farley and Sons Landscaping, 200 (60 winter employees); Camden National Bank, 106; Downeast Enterprise, Inc., 70; and the Penobscot Bay YMCA, 50. Additionally, the public and private schools in Rockport together employed 286.

By 1980, the population of Rockport was 2,749. A second surge of tourism and growth during the later 1980s further expanded the year-round population to 2,854 as of December 1990. In spite of a recession in the early 1990s, the Town of Rockport continued to grow as part of the larger and rapidly growing midcoast region. By 2000 the town's population reached 3,209, and state projections indicate the population grew to 3,378 by 2003.

By the beginning of the 1990s, Rockport was well into completing its first-ever Capital Improvement Program, which included building a new town garage and salt/sand shed. The politics of sewers were laid to rest and construction of wastewater facilities began in both Glen Cove and Rockport Village so that raw sewage would no longer dump directly into the ocean.

In the mid-1990s, work began on the town's

second Capital Improvement Plan, which included projects such as the construction of the Rockport Recreation Park, with its ballfields and tennis courts on Route 90, the restoration of the Rockport Opera House, construction of a new town office, improving the water quality of Chickawaukie Lake, building a new recycling building at the Midcoast Solid Waste Transfer Station, and expanding the Rockport Public Library.

Another major project reaching fruition in the 1990s was the construction of the \$27 million Camden Hills Regional High School on Route 90 in Rockport. Governed by the Five-Town Community School District (Appleton, Camden, Hope, Lincolnville, and Rockport), the new high school, along with the gradual recognition that the local school systems in Rockport were above average, drew new residents to town. At the same time, sewer and public water lines were extended from Rockport Village to the new high school.

In 1998-1999, the town reported an undesignated fund balance of \$1.1 million, putting Rockport on healthy financial footing, and with the help of a \$400,000 Maine Community Development Block Grant, the town expanded its sewer and water infrastructure down Route 1.

The healthy economy of the late 1990s provided more resources and impetus for other expenditures, such as building a new Marine Park harbormaster's building on Rockport Harbor and acquisition of additional harborfront land for public use (Goody's Beach). By 2002, the Union Street pedestrian/bike path was completed, with the help of a state grant, and the Camden-Rockport Pathways Committee was actively pursuing construction of pathways elsewhere in the two towns to encourage alternate modes of transportation.

In other developments not so municipally oriented, Rockport became known for its photogenic qualities, enticing the silver screen to film segments of various movies in town. Money flowed into the town coffers and other local businesses during the filming of movies such as, *Man Without A Face* (whose production donated \$15,000 to the Rockport Opera House restoration), *Casper the Friendly Ghost*, *Thinner*, and *In the Bedroom*.

And in 1992, Charles Kuralt, of the long-time Sunday morning CBS broadcast *Good Morning America*, named Rockport one of the "most scenic harbors in the United States." Andre the Seal, now deceased but honored by his statue at the Marine Park, no doubt contributed to the harbor's unique fame.

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## Historic Preservation

### Rockport Historic District

Rockport's stately homes and buildings contribute to the character of the town. In 1976, 127 homes and buildings standing in close proximity to one another on 12 streets in Rockport Village became part of the National Register of Historic Places Inventory. This Rockport Historic District, which is well recorded in the 1993 Rockport Comprehensive Plan, runs in an irregular pattern along Pascal Avenue from Russell, Union, and Winter Streets on north to School Street. The area is noted for architectural styles of Greek Revival, Italianate, and others. The periods of significance include the years of 1850-1874 and 1875-1899.

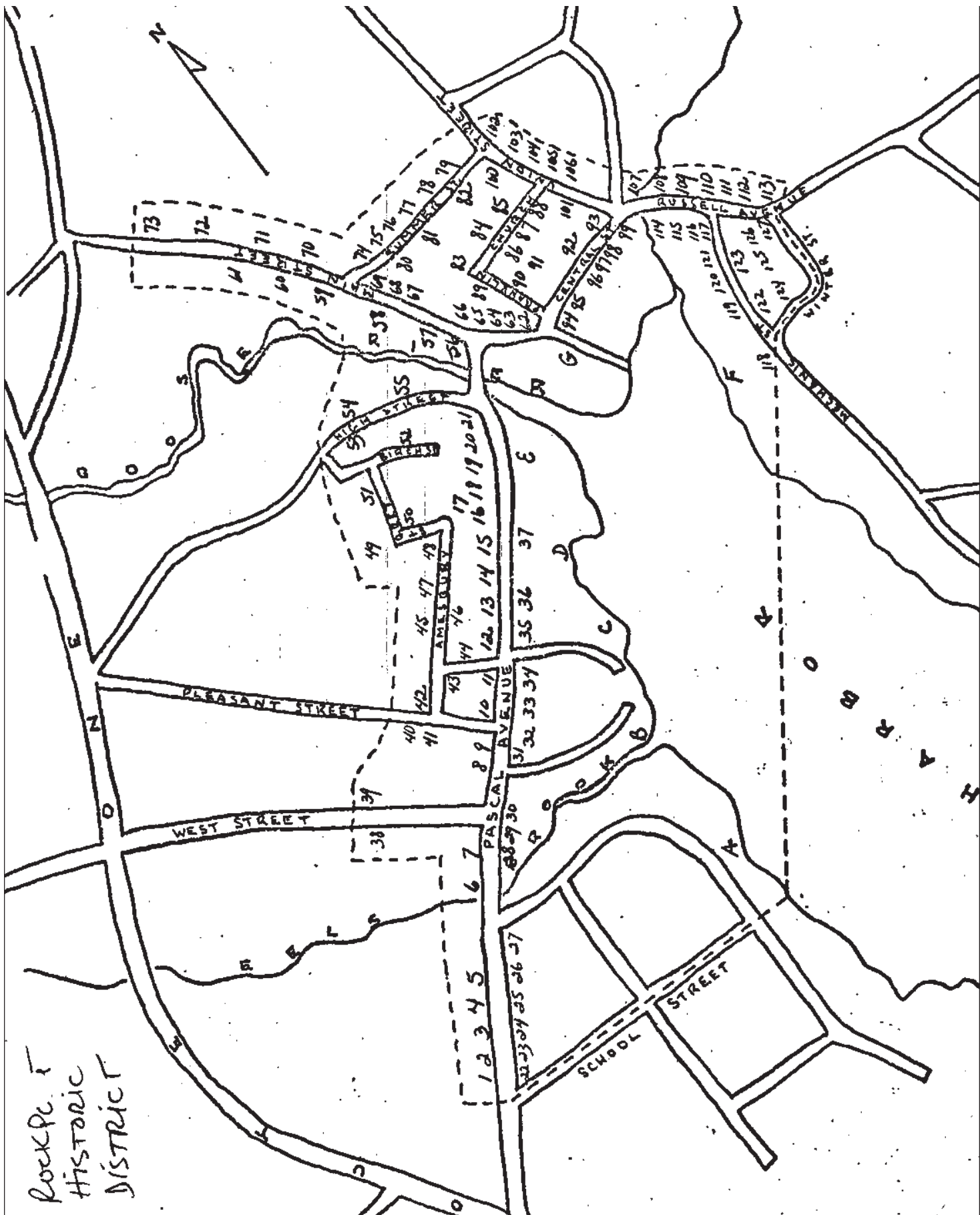
The composition of the district reflects Rockport's greatest periods of development as a

mid-19th Century coastal town. The scales, proportions, materials, color, and design quality of the structures are in harmony throughout the district.

Historic district designation, while recognizing the fine architecture in the area, does not provide for its preservation or prevent it from being inconsistently altered. Nor does it protect against conflicts of use. Houses marked with the oval, black-cast aluminum marker with raised gold-leafed numbers have met the following criteria: The house is at least 75 years-old; the structure retains its original appearance, and has been kept in good repair with no significant alteration.

Some of the plaques have been painted green, indicating some alteration to the original building.

# Rockport Village Historic District Inventory





## HISTORY

# Rockport Village Historic District Inventory

The numbers on the map correspond to the following list, compiled in 1976. House and building names and dates are based largely on the 1859 map of Waldo County and the 1875 map of Camden-Rockport.

Map #	Building	Date built	Map #	Building	Date built
1.	H.L. Shepherd House	post 1875	43.	Cottage (Pine Street) modern	
2.	Harkness House	by 1855	44.	House, major rebuild in 1988	post-1875
3.	Bells House (Boat Barn)	by 1855	45.	Capt. Jabez A. Amsbury House	c. 1860
4.	Capt. J.D. Piper House	by 1855	46.	Capt. Wilson House	c. 1881
5.	John Achorn House	by 1859	47.	House	1937
6.	Dillingham House	by 1855	48.	House	1956
7.	Albert S. Eels House	by 1855	49.	Capt. Oliver Amsbury House	1858
8.	H.W. Piper House	by 1855	50.	Capt. Horatio Amsbury House, altered	1857
9.	Congregational Chapel (Tin Shop)	1854	51.	House	1886
10.	J.N. Farnham House	by 1855	52.	M.E. Lamb, altered	1855
11.	Baptist (Benjamin Paul, master builder)	1854	53.	Wooster House	CH 1900
12.	Caleb Andrews House	1840	53A.	Fitzgerald House, altered	1855
13.	J.J. Veazie House	1848	54.	Andrews House, rebuilt 1988	1855
14.	Captain Wall House	1848	55.	Blacksmith, altered	by 1855
15.	Joseph Bowers House	1840	56.	Barn, altered, now a house	post-1875
16.	Capt. Winthrop & Edwin Amsbury House	1856	57.	McLaughlin House, altered	1855
17.	Mrs. Cheny Packard House	1887	58.	McLaughlin House, wing and barn added 1986	by 1855
18.	Mary Helen Amsbury Packard House	1857	59.	A.H. Miller House	by 1855
19.	Dailey House	1859	60.	Sherman House	1845
20.	O.P. Benner House	1860	61.	Granite Block (Masonic Hall, third story added 1910	1835
21.	C.M. Knight House	by 1859	62.	Dillingham House (shoe store and repair)	by 1855
22.	Cough House	1901	63.	J.G. Carver House	by 1855
23.	Shibles House	by 1859	64.	F.J. Piper Building (later a hotel)	1855
24.	House	post 1875	65.	Philbrook Building	by 1855
25.	House	post 1875	66.	Spear House	by 1855
26.	House	post 1870	67.	Pitts House	by 1855
27.	W. Andrews	by 1855	68.	P.J. Carleton House (remodeled by 1875)	1855
28.	Tolman House	1884	69.	S.D. Carleton House	1855
29.	Shop	1884	70.	J.G. Norwood House	1855
30.	Enos E. Ingraham Co. Store	post 1975	71.	John Pascal House, shipbuilder	by 1855
31.	Moody House	by 1875	72.	House	post-1875
32.	Modern House		73.	J.B. Howard House	by 1855
33.	Modern House		74.	Quinn House	by 1855
34.	George Seidlinger House	1855	75.	W.C. Morse House	by 1859
35.	House	c. 1936	76.	A.J. Thomas House	by 1859
36.	Mallett House	1849	77.	House	post-1875
37.	Abel Merriam House	c. 1855	78.	Modern Post Office	
38.	Robert Harkness House	1813	79.	J.N. Magune House, 1871 additions	1853
39.	Shepherd Co., double house	by 1891	80.	Rockport High School, Joshua Southard, builder	1892
40.	Shepherd Co. double house	by 1891			
41.	A.P. Corthell House	by 1855			
42.	House	c. 1855			



## HISTORY

Map #	Building	Date built	Map #	Building	Date built
81.	Ruel Rice House	1853	109.	D. Talbot House	by 1855
82.	S. Dexter Carleton House	1870	110.	Alexander Pascal House	
83.	Shepherd House	by 1855	111.	John H. Gould House	by 1875
84.	Universalist Church, altered	1844	112.	House	post-1875
85.	Sumner House (gone)	by 1859	113.	Carey House	by 1859
86.	Sumner House (added to)	by 1859	114.	Barrows House	by 1859
87.	Fire Engine House (gone)	by 1875	115.	Livery Stables, was town office	c. 1855
88.	House	post-1875	116.	J.G. Myers House, rebuilt 1986	1835
89.	Paul House	by 1875	117.	Charles Barrett House	c. 1837
90.	E.P. Paul House	by 1875	118.	House (gone)	1875
91.	Jacob Graffam House	1830	119.	Huse House	by 1875
92.	Martin House	by 1855	120.	H.B. Eaton House	by 1875
93.	Union Hall	1858	121.	Modern house	
94.	Martin Block	1848	122.	House, moved to Camden	by 1875
95.	Carleton-Shepherd Block, Carleton Norwood builder	1892	123.	House	post-1875
96.	Newspaper office	post-1875	124.	Methodist Parsonage	by 1875
97.	Commercial building, now a home	c. 1905	125.	Methodist Church	1874
98.	Modern House		126.	Page House, extensive remodeling	by 1855
99.	McLane House	by 1855			
100.	Merriam House	by 1855			
101.	Packard House	by 1855			
102.	S.W. Stinson House	by 1855			
103.	House	by 1855			
104.	Champney House	by 1855			
105.	Andrews House	by 1855			
106.	Rockport Public Library				
107.	Modern N. Talbot House (Wm. S. Barrett & Carroll)	by 1855			
108.	A. Talbot House, rebuilt 1987	by 1855			

### SITES

- A. Eells Kilns
- B. Eells Shipyard
- C. Talbot Shipyard
- D. Carleton-Norwood Shipyard
- E. Carleton-Norwood Kilns
- F. Ice Houses
- G. Kilns

### *Additional Historic Designations*

The Maine Historic Preservation Commission and the National Register of Historic Places also have on their lists:

**ROCKPORT HISTORIC KILN AREA.** Known as Rockland-Rockport Lime Company and Merriam & Shepherd Lime Company at the Rockport Marine Park. This site includes seven structures and sits on 7 acres. Period of significance include the years from 1800-1824, 1825-1849, and 1850-1874.

**HISTORIC OLD CONWAY HOMESTEAD AND MUSEUM.** Conway Farm House (ca 1770). Restored 1962, the Conway house is the location of the Camden-Rockport Historical Society.

**INDIAN ISLAND LIGHT STATION,** Indian Island, Rockport Harbor. This site includes three buildings and one structure. It is so named because legend has it that local Native Americans took refuge there during the French and Indian War. The island was sold to the U.S. government for a light station by Silas Piper for \$25 in 1849.

The site is also on the National Park Service Inventory of Historic Light Stations. The station was

established in 1850, was lit first in 1874, and deactivated in 1934. The periods of significance were 1850-1874, 1875-1899, 1900-1924, and 1925-1949.

*Timberwind* schooner, Rockport Harbor.

**MEGUNTICOOK GOLF CLUB,** Calderwood Lane. The golf club comprises 661 acres, and one building. Periods of significance were 1900-1924 and 1925-1949.

**SPITE HOUSE,** Deadman Point.

**TILLSON FARM BARN,** Warrenton Road, Glen Cove.

**BEECH HILL HUT,** built during the winters of 1913 through 1915. Inspired by traditional mountain cottages of Norway, Beech Hill Hut has low ceilings and a heavily timbered and sod roof. The stones used in the walls were hauled to the site individually wrapped in burlap bags and set in place by hand. Beech Hill Hut was designed by landscape architect Hans Heistad, of Norway, who resettled in Rockport and whose daughter, Goody Kononen, was a long-time Rockport historian.

### *Historic Archeological Sites*

Historic Archeological Sites recorded by the Maine State Historic Preservation Commission include six maritime wrecks: the *Woodbury M. Snow*, schooner; *Hastings*, schooner; *Zone*, brig; *Cepola*, Canadian wreck; *Daring*, Canadian schooner; and the *Mary A.*, Canadian schooner.

The six are in need of further survey, inven-

tory, and analysis. Additionally, the commission said: "No professional survey for historic archeological sites has been conducted to date in Rockport. Future such fieldwork could focus on sites relating to the earliest European settlement of the town, beginning as early as 1770."

### *Historical Society & Museums*

The Conway Homestead-Cramer Museum, on Route 1 in Rockport, is now home to the Camden-Rockport Historical Society and offers the public a door to the rich history of the two towns.

### *Prehistoric Archeological Sites*

The Maine Historic Preservation Commission also points out the existence of a series of inland and coastal prehistoric archeologic sites in Rockport. The coastal sites are along Brewster Point, north of the Rockland Breakwater, along Clam Cove below Pine Hill (where Penobscot Bay Medical Center is), in an area that stretches from Oakland Park to the outlet of Varmah Brook, and along Beauchamp Point.

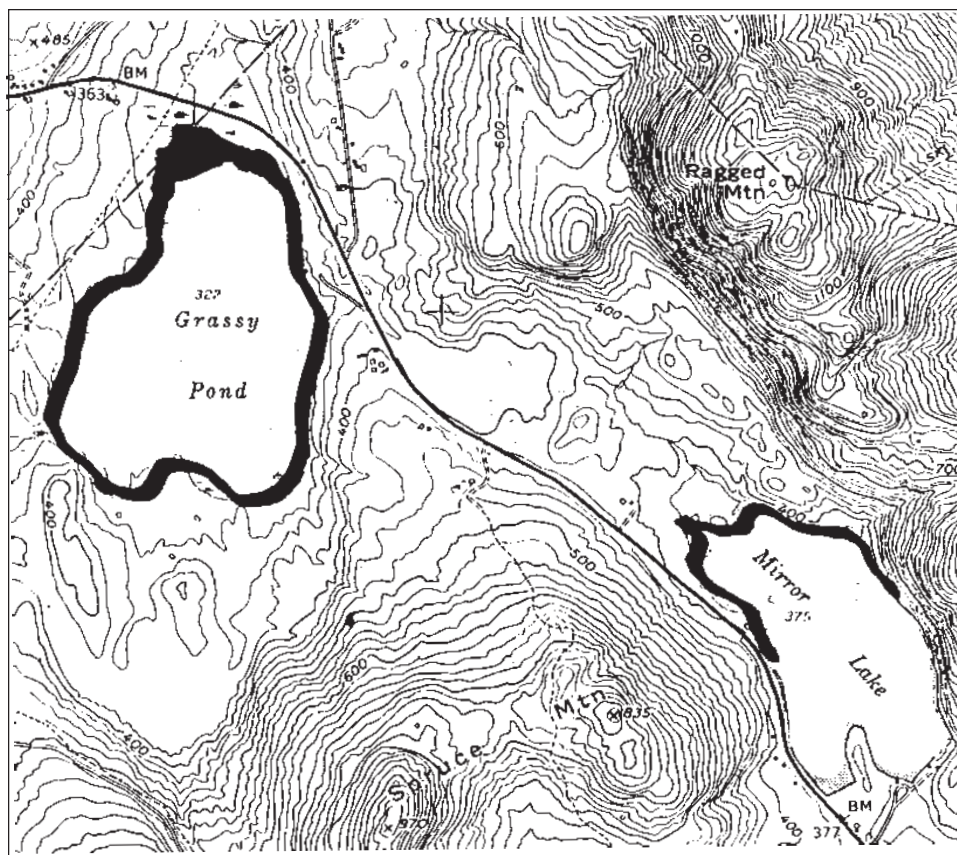
Inland areas include the area along the Goose River stretching from Simonton Corners to Route 1, the entire shorefront of Grassy Pond, the northwest shorefront of Mirror Lake, and a good por-

tion of the Chickawaukie Lake perimeter.

Reports of these prehistoric sites date back from the 1980s to the 1920s, and include artifact collections, the discovery of a possible cave along the side of Bald Mountain, and the siting of stone tools used by Native Americans prior to the arrival of Columbus. However, the state has little more information about these areas and the Maine Historic Preservation Commission recommends the need for further professional archeological surveys, inventory, and analyses in the aforementioned areas, along the Penobscot Bay shoreline, and along the Goose River.

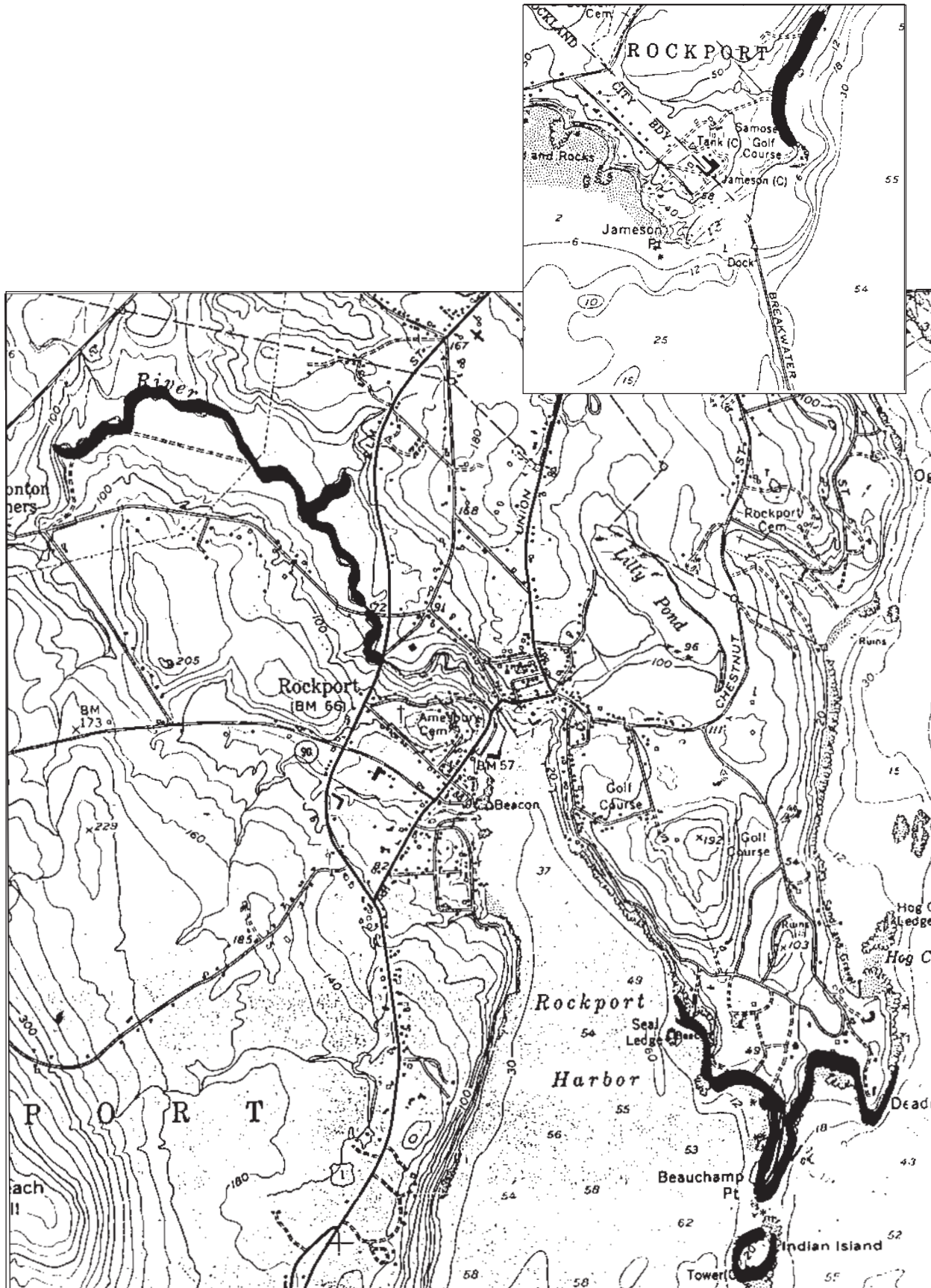
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The following maps indicate the areas of Rockport considered by the Maine Historic Preservation Commission to be home to pre-historic archeological sites. The commission recommends the need for further survey, inventory, and analysis along Grassy Pond, the Goose River, Mirror Lake, Chickawaukie Lake, and the coastal areas around Brewster Point and the Samoset Resort, Beauchamp Point and Rockport Harbor, and Indian Island.

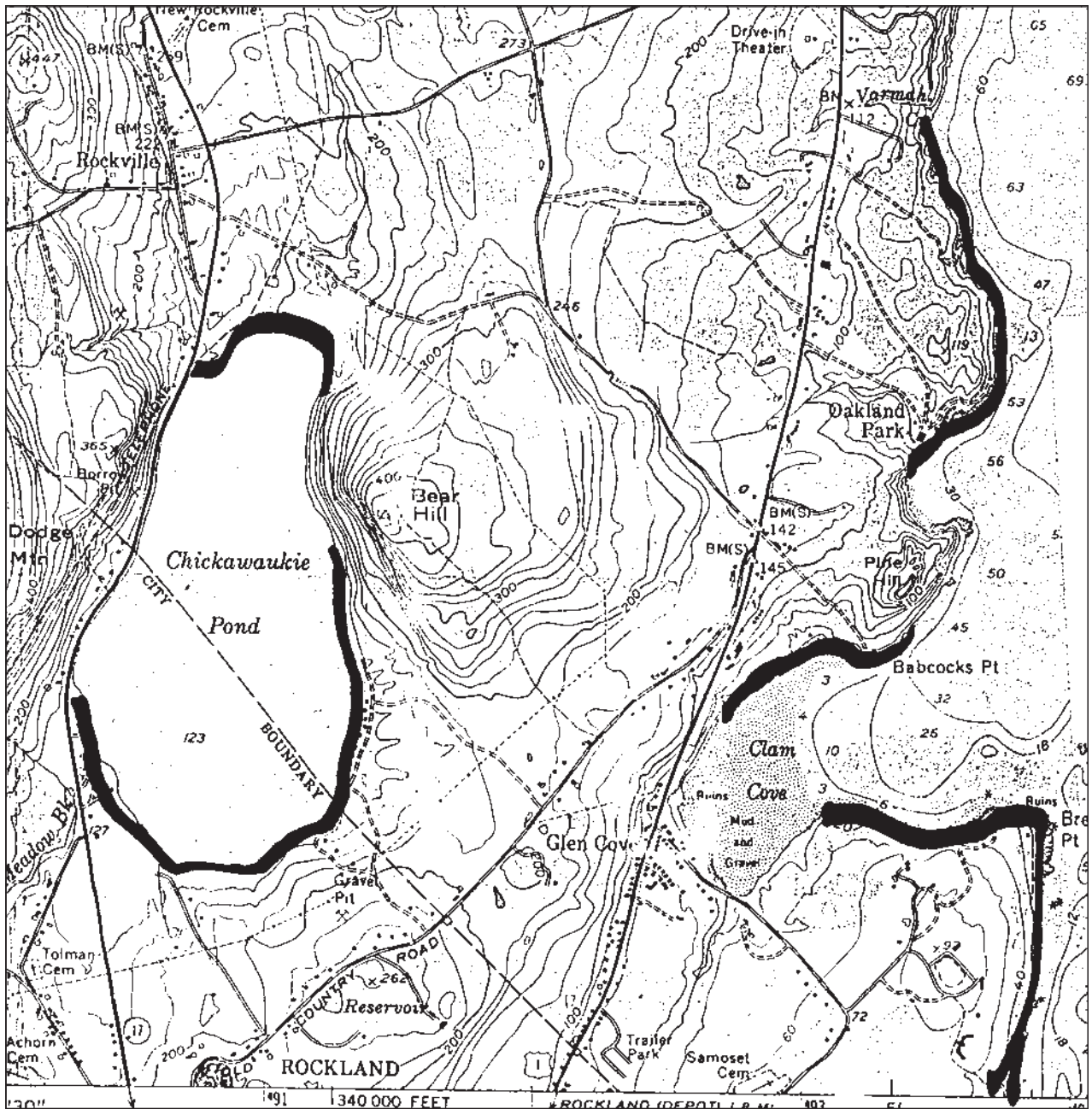




# HISTORY



# HISTORY



## Summary

Through the efforts of many caring citizens, Rockport's historical heritage is well researched and preserved. The emphasis has been on Rockport Village, the more densely populated area of town since the mid-1700s and where industry has thrived most prominently. However, Rockport's historical integrity also lies in its farms and smaller villages, as well as any pre-historic sites that have yet to be identified. The town would do well to draw those areas into its historical panorama.

Maine's historic resources are subdivided into three classes of properties:

- \* Prehistoric or Native American archaeological sites range from the earliest Paleo-Indian campsites in the north to coastal shellheaps only a few hundred years old. The first written record dates to the 16th century European explorers. Archaeologists must study material remains for information on the early Native American cultures.

- \* Historic archaeological sites include English and French fishing stations, trading posts, forts and farmsteads of the 1600s and 1700s, and nineteenth-century logging camps. Archaeological resources of these areas help define and provide context for the written records of the times. Specific examples include Pemaquid, Fort Western, and sites as humble as some farms or mills dating before the Civil War.

- \* Historic Structures include surviving buildings and other structures that help define and provide context for the written records of European settlers, early American culture, and the development patterns of the state. Structures include colonial garrison houses, Italianate mansions, rural villages, downtown commercial districts, railroad station, lighthouses, bridges, factories, and mills. They also include constructed objects such as railroad trains, boats, and ships.

While many of Rockport's historic resources have been inventoried, there lacks a central repository. The complete inventory may consist of information available from the Maine Historic Preservation Commission and local inventory work. The Maine Historic Preservation Commission has a predictive model for archaeological resources and surficial geology maps to identify potential prehistoric resources. Criteria in the model focus on the availability of canoe navigable and flowing waters.

The Maine Historic Preservation Commission also points out the existence of a series of inland and coastal prehistoric archeologic sites in Rockport. The state has little more information about these areas and the Maine Historic Preservation Commission recommends the need for further professional archeological surveys, inventory, and analyses in the aforementioned areas, along the Penobscot Bay shoreline, and along the Goose River. Rockport would do well to further inventory Rockport's historical and archeological sites, and identify those sites that have not yet been, or possibly could be, included in the state and federal registry of historic places.

Once the inventory is accomplished, the information must be analyzed. The importance of historic resources on a federal, state, and local level should be determined. Rockport can then consider establishing an archaeological resource overlay district and require the planning board to minimize the impacts of development proposals on archaeological resources. Subdivision and site plan review standards can protect archaeological resources and site plan review provisions can include design criteria for an historic district to ensure that rehabilitation, renovation, and new construction are compatible with the district.

## *Rockport in the Region*



## ROCKPORT IN THE REGION

Rockport is an integral part of the larger midcoast area, tucked in between the two primary service centers of Camden and Rockland, and flanked to the west by the more rural communities of Union, Warren, and Hope. Rockport is a tourist, business, medical, and educational destination, as well as pass-through for people driving on routes 1, 17, and 90 to other destinations.

Rockport is part of Knox County, one of Maine's 16 counties, and one of the six counties that experienced rapid population growth over the 1990s.

Over the last decade, Rockport has experienced a boom in development, as the more densely populated and developed Camden and Rockland provide businesses and homeowners fewer buildable sites. In Rockport, the number of homes over the past decade increased from 1,409 in 1990 to 1,677 in 2000. Its population grew proportionately, from 2,854 in 1990 to 3,209 in 2000, and then again to approximately 3,378 by 2003. (See tables below).

Likewise, a variety of businesses – doctors, dentists, professional offices, and stores, as well as schools – relocated to Rockport for ease of access and greater parking availability. The ripple effect created more employment in Rockport; in the seven-year period from 1990 to 1997, the number of jobs increased from 902 to 1,424.

Since 1992, Rockport has seen two independent schools construct new facilities in town, and the Five Town Community School District constructed its new high school in 1999 on Route 90.

Northeast Health increased the size and scope of its hospital, Penobscot Bay Medical Center, and doctors' offices since 1992. Auxiliary businesses, such as new dentists and other healthcare facilities, relocated to Rockport.

### *Knox County*

In population, Knox County is the tenth largest county in Maine; geographically, it is one

#### POPULATION BY COUNTY

County	2000 Population	% change from 1990
Androscoggin	103,793	n/a
Aroostook	73,938	n/a
Cumberland	265,612	9.24 %
Franklin	29,467	1.58 %
Hancock	51,791	10.32 %
Kennebec	117,114	01.04 %
<b>KNOX</b>	<b>39,168</b>	<b>9.11 %</b>
Lincoln	33,616	10.74 %
Oxford	54,755	4.09 %
Penobscot	144,919	n/a
Piscataquis	17,235	n/a
Sagadahoc	35,214	5.01 %
Somerset	50,888	2.25 %
Waldo	36,280	9.88 %
Washington	33,941	n/a
York	186,742	13.46 %
<b>Statewide</b>	<b>1,274,923</b>	<b>3.83%</b>

#### KNOX COUNTY TOWNS

	2000 Population	% Change from 1990
Knox County	3,9618	9.11%
Appleton	1,271	18.90%
Camden	5,254	3.83%
Criehaven	0	0%
Cushing	1,322	33.81%
Friendship	1,204	9.55%
Hope	1,310	28.81%
Isle au Haut	79	71.74%
Matinicus	51	-23.88%
North Haven	381	14.76%
Owls Head	1,601	1.72%
Rockland	7,609	-4.55%
<b>ROCKPORT</b>	<b>3,209</b>	<b>12.44%</b>
St. George	2,580	14.11%
South Thomaston	1,416	15.40%
Thomaston	3,748	13.37%
Union	2,209	11.06%
Vinalhaven	1,235	15.21%
Warren	3,794	18.86%
Washington	1,345	13.50%

## ROCKPORT IN THE REGION

of the smallest, carving out a 374-square-mile area along Penobscot Bay and Muscongus Bay. Towns of Knox County include Appleton, Camden, Cushing, Friendship, Hope, Owls Head, Rockland, Rockport, South Thomaston, Thomaston, Union, Warren, Washington, and the islands of Criehaven, Matinicus, North Haven,

Isle au Haut, and Vinalhaven.

Over the decade of the 1990s, the population of Knox County increased by 9 percent from 36,310 to 39,618, while Maine's population grew for a total of 4 percent. In the county, Rockland was the only municipality that saw a decrease in 2000, down 5 percent from 1990.

### ESTIMATED POPULATION FOR MAINE COUNTIES, July 1, 2001

	APRIL 1 2000 CENSUS	ESTIMATED NATURAL CHANGE	NET MIGRATION	JULY 1 2001 ESTIMATE
KNOX COUNTY	39,618	-58	587	40,147
Appleton	1,271	15	34	1,320
Camden	5,254	-52	57	5,259
Cushing	322	3	81	1,400
Friendship	1,204	4	-13	1,195
Hope	1,310	9	31	1,350
Isle au Haut	9	1	2	82
Matinicus Isle PLT	1	0		47
North Haven	381	2	1	384
Owls Head	1,601	-20	22	1,603
Rockland	7,609	-43	-28	7,538
<b>ROCKPORT</b>	<b>3,209</b>	<b>12</b>	<b>157</b>	<b>3,378</b>
South Thomaston	1,416	4	-1	1,419
St. George	2,580	1	46	2,627
Thomaston	3,748	-20	-31	3,697
Union	2,209	1	44	2,254
Vinalhaven	1,235	-7	57	1,285
Warren	3,794	31	101	3,926
Washington	1,345	7	31	1,383
Criehaven U	0	0	0	0

*Maine Department of Human Services, Office of Health Data, Research and Vital Statistics*

In 2003, the \$5.9 million Knox County budget increased 7.8 percent from 2002, and of that \$5.9 million, approximately \$4.5 million was to be raised through taxes. Rockport's county tax bill was \$561,525, up from \$543,024 in 2002.

County services include the Knox County Sheriff's Department, county court system, emergency dispatch, and the Owls Head Airport.

## *Rockport and Camden*

Originally one town, the two split in 1891 after rancorous debate (see History of Rockport on page 4). More than 100 years later, there is still some level of competition, but there is also a growing cooperation and collaboration, as the town managers have worked to combine some services and share some costs. For example, Camden and Rockport recently purchased together a \$4,000 computer projector. And, the Rockport Police Department is in the process of using the Camden Fuel Depot card system in order to purchase gas for less than the town pays locally.

## *Penobscot Bay*

Rockport sits on the west side of Penobscot Bay, one of the most treasured bays along the coast of Maine and one which relies a great deal on tourism, and to a lesser extent on fishing and ship traffic to and from Searsport, Bucksport, and Winterport. Caring for the large ecology of Penobscot Bay is a natural responsibility that Rockport shares with all towns along both sides of the bay.

## *Mutual Aid*

Inter-local fire department arrangements have been in operation for decades, and more expensive equipment, such as ladder trucks, are used cooperatively. Rockport firefighters work closely with the Knox County Mutual Aid Association. Rockport is a member of the Camden First Aid Association Access Team, consisting of firefighters from Camden, Hope, Lincolnville, and Rockport.

## *Rockport and the Public School System*

Rockport belongs to two public school systems: School Administrative District 28 (SAD 28), which governs grades K-8 and consists of Camden and Rockport, and the Five-Town Community School District (CSD), consisting of Appleton, Camden, Hope, Lincolnville, and Rockport.

The CSD and SAD 28 each operate under their own governing boards to which representatives are elected annually from each town for a three-year term. Rockport and Camden board members who serve on the SAD 28 board automatically serve on the CSD board, according to state statute.

## *Shared Natural Resources Watersheds and Water Supplies*

Aqua America Maine, formerly Consumers Maine, serves a midcoast population of 18,000 through 8,000 service connections. The Town of Rockport represents 17 percent of this customer base.

The 2,684-acre watershed of Mirror Lake and Grassy Pond is located in Rockport, Camden, and Hope. Thorndike Brook is the principal stream drainage that discharges into Grassy Pond, or when diverted, discharges into Mirror Lake. Approximately 88 percent of the watershed is in forest growth. Aqua America Maine owns land surrounding both the lake and the pond. The ownership includes 81 percent of Mirror Lake watershed and 65 percent of the Grassy Pond watershed.

The entire shoreline of both the lake and pond are included in this protective ownership. Additional safeguards for land use are provided in Rockport through the Shoreland Zoning Ordinance and a Watershed Overlay District. Shoreland zoning is also established in Camden and Hope.

Grassy Pond Watershed straddles Hope, Camden, Union, and Rockport and is one of the most important resources to the public.

Businesses and residents not served by Aqua

America use groundwater wells as their drinking water source. Groundwater is fed by surface water run-off and existing aquifers. Damage to those sources not only affect quantity, but the quality of the individual sources. Polluted groundwater sources are often expensive and difficult to track and almost impossible to clean. Many businesses and residences in surrounding towns also depend on ground water for water.

The Goose River Watershed begins in Camden at Hosmer Pond, and extends for seven miles, or 4,480 acres, down toward Rockport Harbor. It is considered a major watershed and its soils are rated as prime farmland.

The Grassy Pond Watershed crosses the Hope/Rockport town line and is one of the two major water sources for Consumers Maine Water Company. Thorndike Brook, which feeds into the pond, meanders along the town line, as does Heminway Brook, which crosses into Warren and empties into the Quiggle Brook Watershed.

Oyster River Watershed drains the southern slopes of Spruce and Pleasant mountains, water that eventually winds up in the 700-acre Rockland Bog, the largest peat complex in the midcoast.

The 2,264-acre Chickawaukie Lake Watershed stretches across Rockport and Rockland. The health of Chickawaukie Lake has been a priority to the Maine Department of Environmental Protection and many local residents, who have spent the last decade cleaning and monitoring the water.

Chickawaukie Lake, Grassy Pond, and Mirror Lake are all on the state's Non-Point Source Control Program List, which identifies and attempts to protect listed waterbodies from pollution.

The Brewster Point Watershed, of which the Samoset Resort occupies a large portion, as well as Wal-Mart and several other stores in Rockland, lies within the larger Rockland Harbor Watershed.

Besides sharing watersheds, Rockport also contributes water flows to the Megunticook Water-

shed in Camden and the St. George River Watershed in Rockland and Thomaston.

Because development effects on watersheds and aquifers are not limited to town lines, it is in the interest of all the municipalities to work together to preserve both water quality and content.

### ***Critical Areas, Habitat, and Natural Resources***

Rockport shares with Camden near the summit of Ragged Mountain a deer yard, which slopes into the woods of both towns. Rockport shares with neighboring towns the following natural resources, which are delineated on the "Rockport Shared Resources" map compiled in January 2002 by the Eastern Maine Development Corporation:

#### **ROCKLAND**

Penobscot Bay

Chickawaukie Lake

Rockland Bog

Streams, watersheds, steep slopes, prime farmland, and wading bird habitats (along Penobscot Bay).

#### **CAMDEN**

Penobscot Bay

Lily Pond

Streams, inland wading bird and waterfowl habitat, steep slopes, prime farmland, deer wintering area, and watersheds.

#### **WARREN**

Stream, prime farmland, steep slopes, and watersheds.

#### **UNION**

Stream, prime farmland, and watershed.

#### **HOPE**

Streams, inland wading bird and waterfowl habitats (adjacent to Grassy Pond), prime farmlands, steep slopes, and watershed.

## *Shared Services*

### **MIDCOAST SOLID WASTE CORPORATION**

Rockport shares solid waste, landfill, and transfer station facilities with Camden, Hope, and Lincolnville at the Midcoast Solid Waste Transfer Station on Union Street in Rockport. The corporation landfills demolition debris and sends trash to Orrington to Penobscot Energy Recovery Corporation for incineration.

### **SEWER**

In 1988, Rockport entered into inter-local

agreements with Camden and Rockland to accept the wastes from the Village and Glen Cove respectively. The inter-local agreements addressed the terms and conditions for accepting and processing Rockport's sewerage, including the number of gallons to be accepted, the payment terms for this service, and the duration of the agreements. Rockport pays Camden and Rockland for receiving and processing Rockport sewerage to the extent necessary for those receiving towns to comply with their discharge licenses. See page ??? for more information about Rockport's sewer system.

## *The Midcoast Business Community*

According to the Maine Department of Labor, Rockport lies within the Rockland Labor Market Area. A Labor Market Area is defined by the U.S. Department of Labor as consisting "...of an economically integrated geographical area within which workers can reside and find employment within a reasonable distance or can readily change employment without changing their place of residence."

Many Rockport businesses are also members of the The Camden-Rockport-Lincolnville Chamber of Commerce, a non-profit private association whose goals are to promote the interests of business by active participation in all relevant affairs, while functioning in a manner to enhance the environment, protect resources, and sustain the heritage of the communities it serves.

## *Shared Transportation Systems*

Located between two service centers, Camden and Rockland, the Town of Rockport serves as a natural pass-through for trucks and cars heading both north and south along federal highway Route 1, and east and west along state highways Route 17 and 90 to Augusta, Rockland, or points southwest.

### **Route 1**

Route 1 is the principal regional arterial road for the midcoast. All other arterial, collector, and local roads in the midcoast feed traffic at some point

to Route 1 or to another road that in turn feeds into Route 1. Route 1 is a mobility corridor.

A mobility corridor, defined by the Maine Department of Transportation, has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban Compact Areas or Service Centers and which carries an average annual daily traffic of at least 5,000 vehicles per day for at least 50 percent of its length.

Route 1 is maintained by the Maine Department of Transportation, and that agency's interest is to keep traffic flowing unencumbered along the



highway. In 2000, Rockport voters approved the first access management ordinance that applies to routes 1 and 90. The ordinance limits curbcuts and specifies curbcut spacing along the highways in an attempt to limit congestion.

### ***Route 17***

Route 17 is the arterial corridor connecting Rockland and the midcoast to Augusta, the state capitol. Route 17 is a designated mobility corridor by the DOT. Route 17 still provides for speeds up to 55 miles per hour along the bulk of its length. The DOT also wants to protect mobility along this highway.

### ***Route 90***

Route 90 was built as a Route 1 bypass around Rockland and Thomaston. Route 90 is also a DOT-designated mobility corridor. While the road was constructed as a bypass, the increased development along it has contributed to its growing use. There is a desire among Rockport residents that the road avoid strip-like development.

### ***Collectors***

Collector routes are characterized by a roughly even distribution of their access and mobility functions. These routes gather traffic from lesser facilities and deliver to the arterial system. Traffic volumes and speeds are typically lower than those of arterials, although residents along those roads have voiced concerns that traffic often moves too swiftly to qualify as safe for vehicles and pedestrians.

Old County Road runs from Thomaston to Rockport through Rockland and is used as a Route 1 bypass to avoid Route 1 in Rockland.

Bog Road and Waldo Avenue also serve as collector roads between Rockport and Rockland.

Union Street (old Route 1) is a main thoroughfare between Rockport and Camden. Other collector roads between Rockport and Camden are

Russell Avenue-Chestnut Street, Camden Street, Park Street, and Mathews Road. Hope Road and Harts Mill Road are collector roads between Rockport and Hope. Carroll Road is the only collector road connecting Rockport with Warren. Mt Pleasant Road is the only collector road connecting Rockport to South Hope.

### ***Local Roads and Streets***

All public roads and streets not classified as arterials or collectors have a local classification. They are characterized by many points of direct access to adjacent properties and share in accommodating mobility. Rockport shares local road access with Rockland on Barter Road.

<u><b>Municipality</b></u>	<u><b>Classification</b></u>
<b>ROCKLAND</b>	
Route 1	Arterial
Route 17	Arterial
Route 90	Arterial
Old County Road	Collector
Waldo Avenue	Collector
Bog Road	Collector
Barter Road	Local
<b>CAMDEN</b>	
Route 1	Arterial
Union Street	Collector
Camden Street	Collector
Chestnut Street	
Russell Avenue	Collector
Park Street	Collector
Mathews Road	Collector
<b>WARREN</b>	
Carroll Road	Collector
<b>HOPE</b>	
Route 17	Arterial
Hope Road	Collector
Harts Mill Road	Collector
Mt. Pleasant Road	Collector

## *Regional Transportation Advisory Committee*

The Regional Transportation Advisory Committee (RTAC), established by the DOT, facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative forms of transportation, as well as members of the public. The purpose of the RTAC is to provide early and effective input into the DOT's plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the public an opportunity to help shape transportation policy and the decision making process.

RTACs collaborate with the DOT and the regional councils to develop regional advisory reports for each RTAC region. Rockport is part of RTAC-Region 5, which encompasses communities from Brunswick to Winterport. The regional advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions. The RTACs meet regularly and advise the DOT on a number of is-

ssues including strategies and the Biennial Transportation Improvement Program (BTIP). BTIP is the DOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding. In the 2002 Regional Advisory Report, RTAC 5 recommendations including Rockport were:

1. Reconsider the National Highway Service designation on Route 1 from Warren to Rockport.
2. Strengthen the relationship between Maine DOT and the bicycling community in Brunswick, Camden, Thomaston, Rockport, Rockland, Lincolnville and Belfast.

## *Regional Land Trusts*

The Georges River Land Trust, Coastal Mountains Land Trust, and the Maine Coast Heritage Trust are all holders and purchasers of open space in the region. They help develop and hold a variety of conservation easements to preserve the region's open space in perpetuity.

## *Summary*

Rockport is integrally tied to its neighbors in the midcoast, beginning with its historical ties to Camden. The governmental structure of Knox County, the broader economy of the midcoast region, the marine resources and environment of Penobscot Bay all require Rockport's important participation.

Because of its strategic location, Rockport can serve the regional community well by taking the lead on supporting, enhancing, or organizing regional collaborations.

## *2003 Public Opinion Survey*

In 2002, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. Approximately 643 questionnaires were returned, representing more than one-third of all households in Rockport. In the survey, residents were asked whether they favored or opposed expanding shared services. Results indicated that the sharing of services among neighboring jurisdictions and regionalization of some services were seen by some as cost-efficient and an effective way to make use of scarce resources, especially resources that must be staffed and equipped to meet immediate demands, such as public safety.

Resources may also be pooled to advantage when the interests of participants cross municipal boundaries are similar, as in recreation, land use planning, and other municipal assets.



# Demographics

## Rockport at a Glance

*Some statistics about Rockport, from  
the U.S. Census, Years 1990 and 2000.*

	<u>1990</u>	<u>2000</u>
<b>Rockport population</b>	<b>2,854</b>	<b>3,209</b>
Maine population	1,216,052	1,274,923
Knox County	36,310	39,618
Rockport males	1,359	1,535
Rockport females	1,495	1,674
Rockport median age	38.5	42.9
18 years-old and older	2,162	2,455
Average household size	2.41	2.33
Average family size	NA	2.83
Total housing units	1,409	1,677
Total households	1,174	1,373
Vacant housing units	235	304
Seasonal / recreational / - occasional use units	139	234
Median household income	\$31,361	\$47,778

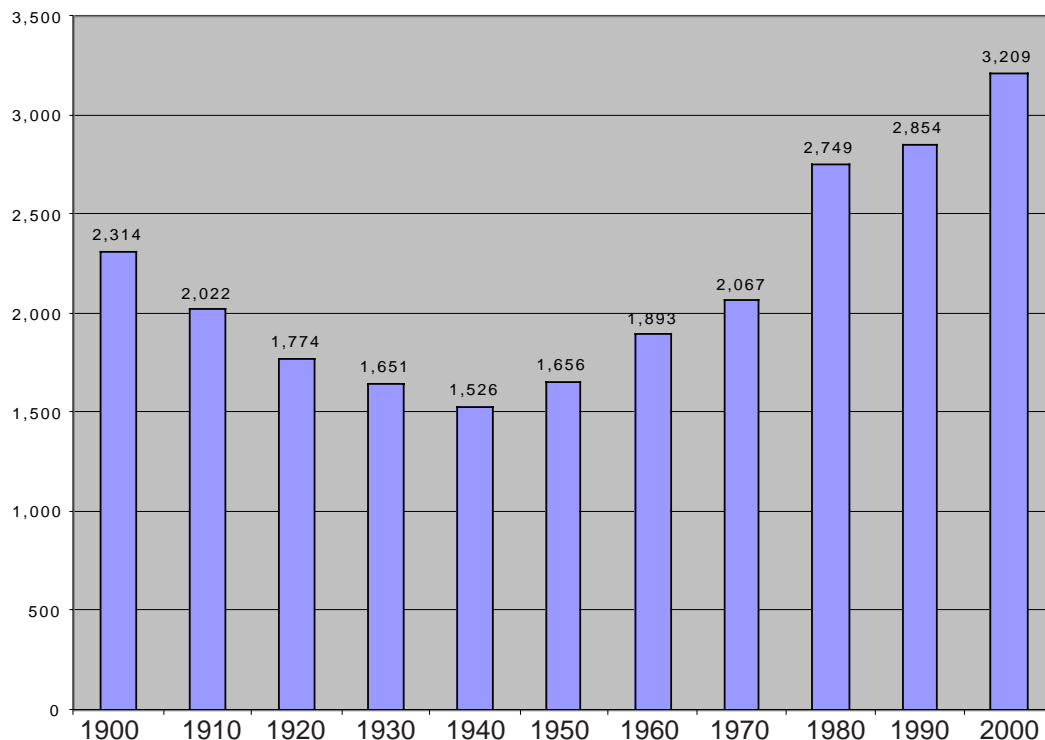
# *The Community of Rockport*

## **ROCKPORT DEMOGRAPHICS**

The oldest town records indicate that descendants of original settlers are still residents of Rockport today: the Barrows, Fiskes, and Tolmans from Rockville appear on the records, as do the Simonton and Annis families of Simonton Corner. West Rockport names such as the Oxtons, Ingrahams, and Tolmans, as well as the Gregorys and Cloughs, of Clam Cove and Old County Road, and the Richards, Graffams, and Carletons in Rockport Village are all part of the town's social fabric. Through good times and bad, those are some of the families that have provided a link with Rockport's past, serving the community in countless ways.

In turn, Rockport has also been invigorated by newer residents who live here because they appreciate the community, quality of life, and beautiful landscape. Rockport has welcomed its newer residents with grace and the town has moved beyond the "native versus from-away" clash that has battered many of Maine's communities.

While Rockport's population declined by almost 800 from 1900 to 1940, most dramatically during the Great Depression, the trend reversed following World War Two, and people began moving back to the town. By 1970, the population was almost back to the size it was in 1900, and by 1980, the town had seen a big jump of more than 700 additional citizens. In 2000, the census recorded 3,209 year-round residents in Rockport. Additionally, Rockport has a sizeable summer population, which increased the number of households in town by 234 as of 2003.



## Rockport Continues to Grow

In 1991, the State of Maine's Department of Vital Statistics projected that Rockport's population could increase to 4,100 by the year 2000, however, the actual increase was less dramatic. On the other hand, Rockport did continue to see a steady increase in the number of town residents.

Over the 1990-2000 decade, Rockport gained 355 residents, from 2,854 residents in 1990 to 3,209 residents in 2000, an increase of 12.4 percent( see table below). By contrast, Knox County as a whole grew approximately 9 percent in population. The increase was evenly distributed between men and women (13 percent increase for men and a 12 percent increase for women).

By 2003, the town had grown again, and according to the Maine Department of Human Services, Office of Health Data, Research and Vital Statistics, the estimated population of Rockport in 2003 was 3,378, attributed to mostly in-migration.

The racial/ethnic breakdown of the town remained similar throughout the decade of the 1990s: whites represented 99.5 percent of the population

in 1990 and in 2000 represented 98.7 percent of population.

The number and composition of the households has changed little over the past decade (see table on page 26), with all household types increasing by 17 percent since 1990. The greatest increases were found in the non-family household and the householder-living-alone categories. The percentage of non-family householders increased from 31 percent of all households to 33 percent of all households.

### HOUSEHOLD SIZE

<b>Total .....</b>	<b>1,373</b>
1-person .....	382
2-person .....	530
3-person .....	204
4-person .....	168
5-person .....	65
6-person .....	15
7-person or more .....	9

### ROCKPORT: POPULATION CHANGES SINCE 1990

	1990	2000	% CHANGE	2000 KNOX COUNTY
<b>population</b>	2,862	3,209	12.4	39,618
<b>Median age</b>	38.5	42.9	11.4	41.4
<b>persons per household</b>	2.41	2.33	-3.3	2.31
<b>total housing units</b>	1,409	1,677	19	21,612
<b>owner occupied</b>	924 (65.6%)	1,093 (65.2%)	8.4	2,287 (56.9%)
<b>renter occupied</b>	250 (17.7%)	280 (16.7%)	8.9	4,321 (20%)
<b>seasonal</b>	139 (9.9%)	234 (13.9%)	59	4,054 (18.7%)
<b>median household income</b>	\$31,361	\$47,778	65	\$37,200

## ROCKPORT HOUSEHOLD CHARACTERISTICS: 1990 and 2000

	Number 1990	Percent 1990	Number 2000	Percent 2000	Number Increase	Percent Increase
Total households	1,174	100%	1,373	100%	199	17%
Family	803	68.4	918	66.9	115	14.3
Married-couple (no children)	684	58.3	772	56.2	88	12.9
Female householder/owner (no husband present)	104	8.9	112	8.2	8	7.7
Non-family households	371	31.6	455	33.1	84	22.6
Householder living alone	303	25.8	381	27.7	78	25.7

Source: 2002 Census

**HOUSEHOLD TYPE DEFINITIONS, U.S. CENSUS:** Households are classified by type according to the sex of the householder and the presence of relatives. Examples include: married-couple family; male householder, no wife present; female householder, no husband present; spouse (husband/wife); child; and other relatives. **HOUSEHOLDER:** The person, or one of the people, in whose name the home is owned, being bought, or rented. If there is no such person present, any household member 15 years old and over can serve as the householder for the purposes of the census. Two types of householders are distinguished: a family householder and a nonfamily householder. A family householder is a householder living with one or more people related to him or her by birth, marriage, or adoption. The householder and all people in the household related to him are family members. A nonfamily householder is a householder living alone or with nonrelatives only.

### Age Distribution

Rockport is an aging community, despite the fact that families with children have relocated to town in order to enroll students in School Administrative District 28 (K-8) or The Community School District (9-12). The percentage of those over age 45 increased from 38.5 percent in 1990 to 42.9 percent in 2000. Correspondingly, the percentage of residents between 20 and 44 years of age has declined over the past decade from 35.4 percent to 28.3 percent.

There is a large increase in the 10–19 year-old population, meaning the number of school-age students is growing. On the other hand, there were slightly fewer children under the age 10 in 2000 than there were in 1990, decreasing from 388 in 1990 to 370 in 2000. The fact that Rockport's median age has

increased from 38 in 1990 to 42.9 (more than seven years older than the national average) in 2000 reflects a trend that the entire State of Maine has experienced over the decade of the 1990s.

The state has the lowest birthrate in the nation, and has 7,800 fewer children than it did in 1990. During the past decade, Maine experienced a 22 percent decline in the number of young adults in the 20 to 34-age category, as a result of out-migration.

The birth rates in Rockport have remained fairly consistent since 1990, ranging between 20 and 25 per year. The number of deaths have ranged from 19 to 34 per year.

The charts that follow illustrate the patterns of age distribution in Rockport, Camden, and Knox County.

## ROCKPORT DEMOGRAPHICS

### ROCKPORT: AN AGING COMMUNITY

<b>Year</b>	<b>Total Population</b>	<b>Age 65+</b>	<b>Under 18</b>
1990	2,854	485	748
2000	3,209	554	297

*Source: Maine State Planning Office*

The U.S. Census 2000 shows that while Rockport's population grew larger in the decade between 1990 and 2000 by 355 people, it also grew older: In 1990 there were 263 more youngsters than there were people of retirement age. By 2000, the ratio had flipped, with 257 more people ages 65 and older than there were younger people under the age of 18.

Next door, in Camden, the phenomenon was similar: Out of Camden's 1990 total population of 5,060, 1,232 were age 65 and older while 1,166 were under 18. In 2000, Camden's population was 5,254, with 1,231 65 and older and 261 were under age 18.

### ROCKPORT: AGE DISTRIBUTION, 2000 U.S. CENSUS

<b>UNDER 5</b>	<b>5-9</b>	<b>10-19</b>	<b>20-34</b>	<b>35-54</b>	<b>45-59</b>	<b>60-74</b>	<b>75+</b>
162	208	447	409	1062	766	452	265

### ***Where Residents were Born***

The U.S. Census in 2000 recorded that a little more than half of Rockport residents were born in Maine. The rest were born outside of the state, and 32 were born outside the U.S.

Total .....	3,209	Born outside the U.S. ....	32
Native (U.S.) .....	3,120	Born abroad of	
Born in Maine .....	1,725	American parents .....	32
Born in another U.S. state .....	1,363	Foreign born .....	89
Northeast .....	908	Naturalized citizen .....	52
Midwest .....	145	Not a citizen .....	37
South .....	181		
West .....	129		

Of those born abroad, 37 were from Europe, 10 from Asia, and 42 from Northern America.

### ***Population Projections***

While Maine is one of the slowest growing states in the country – it grew 3.8 percent from 1990 to 2000 while the United States as a whole grew 13.1 percent – its southern and coastal sections recorded population booms over the same decade. Knox County joined Lincoln and Waldo counties in recording population increases of approximately 10 percent. The arrival of MBNA in Camden in 1993,

a highly regarded public school system, a diversified and creative local economy, the growth of the medical industry, and the attractiveness of the community have drawn more families, as well as retirees, to Rockport.

Based on growth rates of the last 20 years, the Maine State Planning Office projects the area to see even bigger populations (see chart below).

#### **PROJECTED POPULATION INCREASE IN ROCKPORT**

<u>YEAR</u>	<u>1990</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>
ROCKPORT	2,862	3,209	3,364	3,500	3,633
CAMDEN	5,070	5,261	5,374	5,544	5,715
HOPE	1,022	1,314	1,453	1,549	1,618
ROCKLAND	7,999	7,628	7,466	7,445	7,615
WARREN	3,206	3,804	4,094	4,310	4,463
KNOX COUNTY	36,451	39,716	41,285	42,773	44,269
MAINE	1,231,719	1,278,670	1,305,233	1,337,466	1,377,128

*Source: Maine State Planning Office*

The Maine State Planning Office (SPO) projects that the state's population will increase by 98,458 people in the period between 2000 and 2015, or 7.7 percent. Knox County, the SPO anticipates, will grow by 4,553, or 11.5 percent. Rockport will grow, the SPO says, by 424 people, or 13 percent.

## Age of 2001 Rockport Population by Gender

<u>Age</u>	<u>Both</u>	<u>%</u>	<u>Male</u>	<u>Female</u>	<u>% Male to Female</u>
0	34	1.0%	17	17	100.0
1-4	156	4.8%	80	76	105.3
5-9	211	6.5%	106	105	101.0
10-14	202	6.2%	96	106	90.6%
15-17	125	3.9%	65	60	108.3
18-24	238	7.3%	132	106	124.5
25-29	189	5.8%	86	103	83.5%
30-34	178	5.5%	87	91	95.6%
35-39	184	5.7%	72	112	64.3%
40-44	259	8.0%	121	138	87.7%
45-49	281	8.7%	140	141	99.3%
50-54	271	8.4%	132	139	95.0%
55-59	199	6.1%	93	106	87.7%
60-64	134	4.1%	58	76	76.3%
65-69	162	5.0%	79	83	95.2%
70-74	154	4.7%	67	87	77.0%
75-79	123	3.8%	54	69	78.3%
80-84	87	2.7%	32	55	58.2%
<u>85+</u>	<u>58</u>	1.8%	<u>21</u>	<u>37</u>	<u>56.8%</u>
<b>Totals</b>	<b>3,245</b>		<b>1,538</b>	<b>1,707</b>	<b>90.1%</b>

Source: 2001 Claritas



## ROCKPORT DEMOGRAPHICS

### *Education*

Of the 2,350 Rockport citizens age 25 years and older, 95.4 percent graduated from high school and 42.5 percent obtained a bachelor's degree or higher. The chart below illustrates education attainment levels of Rockport residents.

#### EDUCATIONAL ATTAINMENT

<b>Population 25 years &amp; older</b>	<b>Number 2,350</b>	<b>Percent 100%</b>
Less than 9th grade	44	1.9
9-12 grade	63	2.7
High school graduate (includes equivalency)	572	24.3
Some college, no degree	473	20.1
Associate degree	200	8.5
Bachelor's degree	576	24.5
Graduate or professional degree	422	18
Percent high school graduate or higher		95.4
Percent bachelor's degree or higher		42.5

### *Summary*

Rockport continues to grow, as evidenced by the number of new residents each year, and the number of new homes being built. In 2000, the census recorded 3,209 year-round residents in Rockport. Additionally, Rockport has a sizeable summer population, which increased the number of households in town by 234 as of 2003. According to the Maine Department of Human Services, Office of Health Data, Research and Vital Statistics, the estimated population of Rockport in 2003 was 3,378, attributed to mostly in-migration.

The Maine State Planning Office projects that Rockport's population will grow to 3,633 by 2015, representing a moderate but steady increase for the town. At the same time, building trends over the last decade indicate that an estimated average of 40 new houses are constructed annually.

The population continues to age, as retirees move to the area. At the same time, there is an increase of younger families wanting to relocate in Rockport to take advantage of the high-quality school system.

Rockport will need to watch both trends and monitor the added load on local resources.

# *Housing*

## Rockport Neighborhoods and Housing

Rockport has always been considered rural in nature, covering 25.5 square miles, with small villages, or neighborhoods – West Rockport, Rockville, Simonton Corner, Glen Cove, and Rockport Village – scattered about the town. While the farms, forests, and woodlots have given way in part to houses, subdivisions, and businesses, there remain relatively large tracts of woodlands and undeveloped hillsides and ridgetops.

The municipal center of Rockport is in Rockport Village. The village, clustered around Rockport Harbor, has the largest concentration of housing in town and in recent years has seen much of its housing converted summer residences. The village has grown quieter, with the younger families of Rockport seeking more afford-

able housing elsewhere. Likewise, the real estate prices of homes in Rockport Village have climbed to all time highs.

The average home price for Rockport in August 2002 was \$439,753, up 58 percent from the 1995 average home price in Rockport of \$185,759. (See

table below for area changes in home prices.)

This recent trend has forced families, including long-time residents of Rockport, to move out of town to find homes in Hope, Lincolnville, Appleton, Warren, or even further west and inland. It is widely recognized that middle-income citizens, such as teachers, policemen, and nurses, cannot afford to live in Rockport because the price of real estate increased so dramatically over the decade of the 1990s.

In this section, two housing cost measures are used: the “**Median Home Price**” and the “**Average Home Price**.”

The Average Home Price is the average cost of all home sales during a given period. Because a few very expensive homes can raise the average, it is usually higher than the median home price.

The Median Home Price is the sale price of the middle home during a given period. Fifty percent of homes sell for higher than this amount and 50 percent sell for less.

### AVERAGE HOME PRICE, 1995 versus 2002

	Rockland	Camden	Owls Head	Rockport	Warren
Average Home Price in 1995	\$84,673	\$192,561	\$114,833	\$185,759	\$86,710
Average Home Price in 2002	172,273	416,469	475,125	439,753	177,023
<b>Percent Change</b>	<b>51%</b>	<b>54%</b>	<b>76%</b>	<b>58%</b>	<b>51%</b>

Source: Maine Real Estate Information System

## New Home Construction

The number of homes in Rockport increased by 268, or 19 percent, since 1990. In both 1990 and 2000, roughly 80 percent of the units were owner-occupied and 20 percent renter occupied.

Most of the new houses built during the 1990s were single-family homes.

In 2003, Rockport recorded new construction totalled more than \$25 million. That included more than 60 new houses, each carrying an average

value with an average value of more than \$250,000 each.

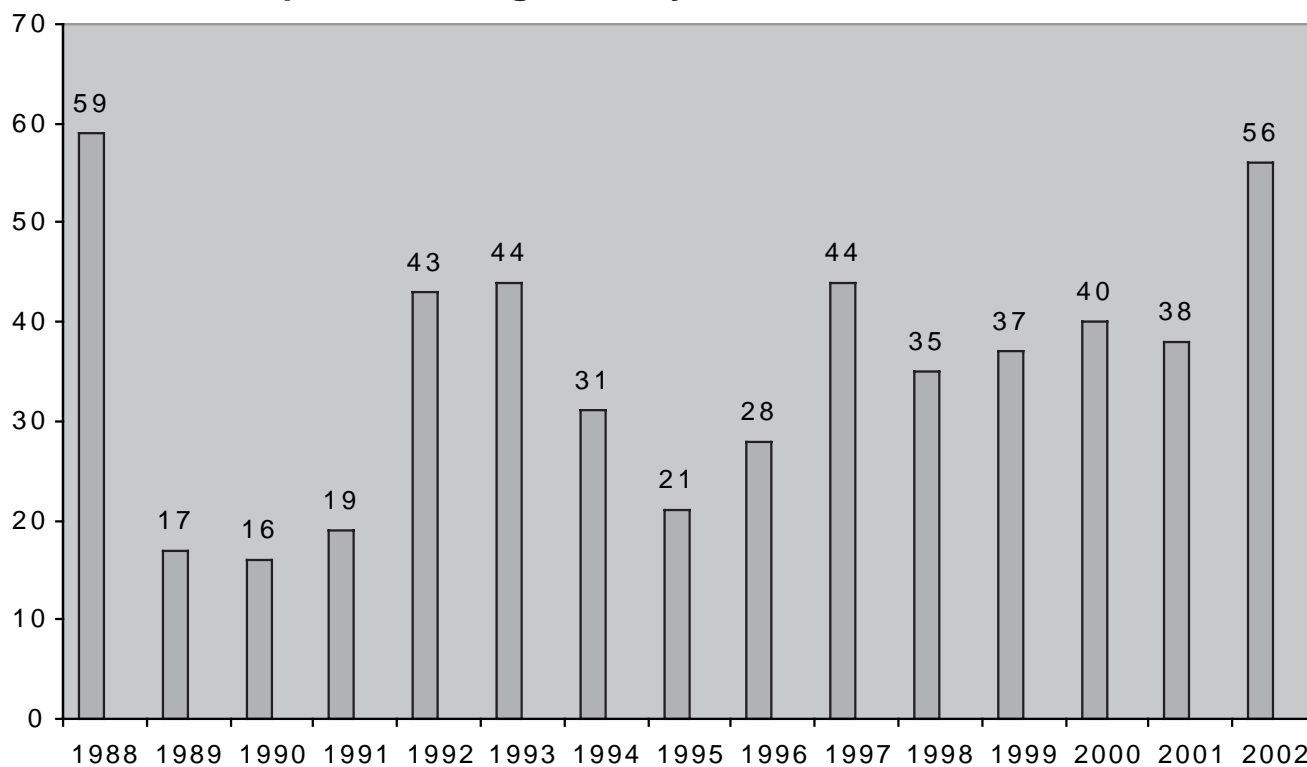
Maine ranked sixth in the nation in 2002 in the percentage increase since 1980 of house prices. According to the U.S. Office of Federal Housing Enterprise Oversight, Maine experienced an overall increase in house prices of 244 percent since 1980. Superceding Maine during the same period was Rhode Island, the District of Columbia, New Jersey, New York, and Maryland. New Hampshire and Massachusetts were just below Maine.

**ROCKPORT HOUSING STOCK: 1970-2003**

	1970	1980	1990	2000	2003
Number of houses	860	1,226	1,409	1,677	1,737

*Source: Maine State Planning Office*

**Rockport New Single Family House Permits, 1989–2002**



# Rockport Permit Activity

1988–2002

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
<b>RESIDENTIAL</b>															
New Single Family House	59	17	16	19	43	44	31	21	28	44	35	37	40	38	56
Additions/Renovations	69	58	36	55	45	62	73	57	61	52	63	50	45	83	86
Other Structures	42	31	38	23	12	12	?	16	11	19	37	34	43	60	44
<b>NON-RESIDENTIAL</b>															
New	7	4	4	4	11	17	9	6	25	12	14	13		7	2
Additions/Renovations	2	4	9	3	3	6	?	57	7	29	13	16		46	16
Total Permits	230	140	117	122	136	156	?	174	146	216	241	230	183	395	372?
Plumbing Permits	149	95	95	110	125	322	?	114	114	140	118	133	176	166	209

### INCREASE IN MEDIAN HOME COST AND TAX VALUE

While Rockport's housing stock increased, so did the value of the homes that were built. This table illustrates the median cost of the homes that were built in the period from 1996 to 2002 and their corresponding tax value to Rockport.

Year	Housing Starts	Taxable Value	Median Home Cost
1996	16	\$2,503,600	\$149,050
1997	17	3,637,300	165,100
1998	34	5,285,000	139,300
1999	31	6,265,400	166,100
2000	36	7,619,400	171,900
2001	44	9,047,900	205,600
2002	56	12,644,000 *	225,800*

\* *Estimated*

## Rockport in the Regional Housing Market

The Maine State Housing Authority considers Rockport to be part of the greater Rockland housing market. In MSHA's 1999 report, "Maine Housing," the Rockland Market included Appleton, Camden, Cushing, Friendship, Hope, Owls Head, Rockland, Rockport, St. George, South Thomaston, Thomaston, Union, Warren, Washington, Waldoboro, and the islands of Matinicus, North Haven, Criehaven, and Vinalhaven.

Rockport and Camden are "expensive, tourist retirement communities, with the recent addition of major offices for MBNA," the housing report said in 1999. The report also said that largely due to the MBNA relocation (in Rockland, as well), employment growth in the region is approximately 80 percent higher than the rest of the state. Popula-

tion, households, and the labor force were also growing faster than elsewhere in Maine in 1999.

"Incomes still, however, are slightly below the state average and this is a problem on the coast, where house values are higher than average," the 1999 report said.

In 2002, the Mid-Coast Regional Planning Commission said in its Census 2000 Housing Data report that in Knox County the towns with the biggest increase in home value were South Thomaston, St. George, and Rockport. The median home price in Rockport in 2000 was \$171,000. At that price, a house in Rockport is unaffordable for the average Knox County resident making the median household income of \$34,499, the report said. See the appendix for the "Census 2000 Housing Data" report.

## *Midcoast Housing Trends*

In February 2003, the Maine State Planning Office, with the help of Rockport Town Manager Ken Smith and Belfast City Planner Wayne Marshall, released the “Markets for Traditional Neighborhoods in Midcoast Maine” report (see appendix). The report included the study of housing preferences of midcoast Maine residents and an analysis of housing demand.

The report summarized trends in housing in the midcoast from Rockland to Belfast, and showed that during the 1990s the net housing demand was approximately for 450 housing units per year.

This net demand is estimated by calculating the number of net new households in the region and the replacement of housing lost to fire or demolition against how many young people were leaving home to start new households, the area’s in-migration, and the number of divorces

and household break-ups.

Even as young people form new households, older people die, and households are lost, the report said. As some move into the area, others leave. As some get divorced, others get married. In assessing housing demand, it is generally the net change that is measured.

But, the report said, net housing demand figures do not give the full picture of day-to-day real estate activity. Citing its survey of 6,500 households, the report said that almost one in four households in the Belfast and Rockland housing markets had moved in in 2001 and 2002. The report concluded that approximately one in nine households (11.5 percent) changes residences annually. Of those who move, 40 percent are in-migrants and 60 percent are people moving within the area. The chart below illustrates this.

<b>ANNUAL HOUSING MOVEMENT</b>			
<b>coastal market areas</b>			
	ROCKLAND HMA	BELFAST HMA	TOTAL
total movers	1,950	1,300	3,250
from outside	780	520	1,300
from within	1,170	780	1,950

*Source: Maine State Housing Authority*



## Home Sales in the Midcoast and Rockport

According to Multiple Listing Service data, which is a joint information exchange of Maine realtors, the Rockland Housing Market's 2002 sales totaled 427 units. The majority of homes sales in the Rockland Housing Market took place over the past decade in Rockport, Camden, Rockland, Thomaston, and Waldoboro.

The "Markets for Traditional Neighborhoods in Midcoast Maine" report summarized that the more expensive housing is in the service centers, the less expensive housing in the rural and inland areas. The report concluded that the cost disparity of housing may be driving sprawl trends along the coast, as working families seek more affordable housing.

### AVERAGE HOME SALE PRICES IN ROCKPORT, 1997– 2001

1997	1998	1999	2000	2001
\$177,884	\$229,602	\$252,539	\$185,438	\$256,371

Source: Statewide Multiple Listing Service (MREIS)

## Rockport Housing Characteristics

The town's housing stock increased over the 1990-2000 decade by 268 from 1,409 to 1,677, according to the U.S. Census. By 2003, the number of Rockport homes increased to approximately 1,737.

The Census records indicate that the ratio of owner-occupied to renter-occupied units changed little over the 1990-2000 decade, with approximately 80 percent of the units being owner-occupied. In March 2000, 1,373 of Rockport's 1,677 were owner-occupied.

### Seasonal Housing

More notably, the number of units used for seasonal/recreational use increased 68 percent over

the decade. With the housing market tighter in 2000 than it was in 1990, the renter and homeowner vacancy rates were lower in 2000 from 4 to 2 percent.

### Heating, Plumbing, and Household Features

The majority of the homes are heated by oil (1,111), or gas (145). As of 2000, none were heated by solar power; 52 were heated by wood, six by utility gas, 45 by electricity, six by coal, and eight by undefined means. Eleven of the homes lacked complete plumbing facilities and five had no telephone. Eighty households had no cars, 418 had one car; 637 had two cars; and 238 had three or more cars.

## ROCKPORT HOUSING

### ***Mortgage Rates***

Of Rockport's homes in 2000, 288 were not mortgaged and 565 were mortgaged. The following chart indicates the monthly amounts citizens are paying and the number of households paying those amounts.

#### **Mortgage Amount paid per month**

\$300–\$499	\$500–\$699	\$700–\$999	\$1,000–\$1,499	\$1,500–\$1,999	\$2,000 or more
42	36	163	168	60	96

### **ROCKPORT HOUSING CHARACTERISTICS: OCCUPANCY**

	Number 1990	Percent 1990	Number 2000	Percent 2000	Number Increase
Total Housing Units	1,409		1,677		268
Occupied Housing Units	1,174		1,373		199
Owner-occupied housing units	924	78.7	1,093	79.6	169
Renter-occupied housing units	250	21.3	280	20.4	30
Season, recreational, or occasional use	139	9.9	234	14	95
Rental vacancy rate (percent)	6.7%		5.7%		
Homeowner vacancy rate (percent)	4%		2.2%		
Average household size of owner-occupied unit	2.51		2.44		
Average household size of renter-occupied unit	2.04		1.91		

*Source: 2000 U.S. Census*

## Age of Rockport Homes

YEAR STRUCTURE BUILT	# UNITS
1999 to March 2000	41
1995 to 1998	165
1990 to 1994	133
1980 to 1989	254
1970 to 1979	284
1960 to 1969	95
1940 to 1959	102
1939 or earlier	603

YEAR HOUSEHOLDER MOVED INTO UNIT	
1999 to March 2000	221
1995 to 1998	366
1990 to 1994	252
1980 to 1989	250
1970 to 1979	183
1969 or earlier	101

## Affordable Housing

In 2002, the Mid-Coast Regional Planning Commission cited an affordable housing crisis in Maine, as well as Knox County. Although the housing growth exceeded population growth in the state, the median household size decreased. The conclusion drawn by Mid-Coast Regional Planning is that there are more housing units required for fewer people, but of those newly constructed homes, few people earning the median income could actually afford them.

In 2002, the Mid-Coast Regional Planning Commission said in its Census 2000 Housing Data report that in Knox County the town's with the biggest increase in home value were South Thomaston,

St. George, and Rockport. Median home value in 2000 was highest in Rockport and Camden, the report said, and at \$171,000, a house in Rockport is unaffordable for the average Knox County resident making the median household income of \$34,499. See the appendix for the entire "Census 2000 Housing Data" report.

An analysis provided by Coastal Community Action Program in Rockland in 2003 showed that 74 percent of Rockport households could not afford a median-priced home (\$253,300) and that 80 percent of homes sold in 2002 were unattainable for median income families (\$54,664). The median cost of new home construction in 2001 was \$264,900.

## 2001 % Renter Households That Can't Afford the Average Two-Bedroom Rent

Location	Can't Afford %	Can't Afford	Total	Rent (w/utilities)	Income Needed	by Hour
Maine	55.4%	78,059	140,903	\$737	\$29,492	\$14.18
Knox County	56.6%	2,302	4,063	\$719	\$28,762	\$13.83
Rockland Housing Market	57.2%	2,511	4,389	\$719	\$28,754	\$13.82

Source: 2001 Claritas and MSHA Quarterly Rental Survey

## *How the Maine State Planning Office Defines Affordable Housing*

Affordable housing: “Affordable housing” means the same as defined in Chapter 100 of Department of Economic and Community Development Rules (“Affordable Housing Definition Rule”)

Note: Chapter 100 of Department of Economic and Community Development Rules defines “affordable housing” as “decent, safe, and sanitary living accommodations that are affordable to lower income households and moderate income households, in accord with the following provisions.

A. An owner-occupied housing unit is “affordable” to a household if the unit’s expected sales price is reasonably anticipated to result in monthly housing costs (including mortgage principal and interest payments, mortgage insurance costs, homeowners’ insurance costs, real estate taxes, and basic utility and energy costs) that do not exceed 28% to 33% of the household’s gross monthly income. Determination of mortgage amounts and payments are to be based on down payment rates and interest rates generally available to lower and moderate income households.

B. A renter-occupied housing unit is “affordable” to a household if the unit’s monthly housing costs (including rent and basic utility and energy costs) do not exceed 30% of the household’s gross monthly income.

C. A “Lower income household” is a household with a gross income less than or equal to 80% of the applicable MSA / County median income. Lower income households include both very low income households and two-income households. A “very low income household” is a household with a gross income less than or equal to 50% of the applicable MSA / County median income. A “Low income household” is a household with a gross income over 50%, but Less than or equal to 80%, of the applicable MSA / County median income.

D. A “moderate income household” is a household with a gross income over 80%, but less than or equal to 150%, of the applicable MSA / County median income.

E. The “applicable MSA / County median income” is the median family income most recently published by the U.S. Department of Housing and Urban Development for the federally-designated Metropolitan Statistical Area (MSA) or County (non-MSA part) in which the housing unit is located. Where appropriate use of this definition of median family income may be adjusted for family size.

F. A household’s “gross income” includes the income of all household members from all sources.

*Subsidized Housing, Knox County*

Town_ .....	Total
Camden .....	192
Owls Head .....	6
Rockland .....	426
<b>ROCKPORT .....</b>	<b>26</b>
Thomaston .....	116
Union .....	16
Vinalhaven .....	31
Warren .....	16
Washington .....	22
Appleton .....	1
Camden .....	2
Friendship .....	1
Hope .....	1
Owls Head .....	2
Rockland .....	87
Rockport .....	2
South Thomaston .....	1
St. George .....	2
Thomaston .....	17
Union .....	4
Vinalhaven .....	1
Warren .....	10
<b>TOTAL .....</b>	<b>982</b>

Subsidized housing includes housing that meets the needs of families, the elderly, disabled, and those with special needs. Rockport has 25 units meeting such classifications.

## Summary

The state of Rockport's housing is at a crossroads. As home values increase – and the increase was dramatic over the decade of the 1990s – a whole segment of Rockport's social fabric is being forced elsewhere to either buy or build a home. Those are people such as the town's firemen and policemen, the nurses and teachers, as well as the elderly on fixed incomes.

Population projections suggest that Rockport will increase in population by 13 percent by 2015. Household size is expected to decrease as a result of growth in the elderly population, growth in the rate of divorce, and growth in the number of young people living alone. A decrease in household size, coupled with an increase of population, and with the tight greater Rockland housing market, more housing units will be needed.

While the number of housing units in Rockport increased since 1990 from 1,409 to 1,677, the number of persons per household decreased by -3.3 percent in Rockport. Yet, bigger, more expensive homes have been built. Additionally, the number of seasonal homes in Rockport increased from 9.9 percent in 1990 to 13.9 percent in 2000.

In the period of 1993 to 2003, Rockport saw an average of 37 new houses built per year. Some years presented higher numbers, such as in 1993 and 1997, when 44 new homes were built, and in 2002, when 56 new homes were built. As of 2000, Rockport had 1,677 housing units. Based on the last decade of housing data, it can be estimated that Rockport's housing stock will increase to 2,047 by 2010.

**Another projection used is based on the rate of population growth derived from state projections (29 persons times the average household size of 2.33). This formula results in an estimate of 68 new units per year. Using this formula, it can be estimated that the number of Rockport's housing units will increase to 2,357 by 2010.**

Those factors indicate that if Rockport wants to remain an economically diverse and vibrant community, it must recognize that housing – or lack of affordable housing – is one of the core issues to address this coming decade.

The issue is not whether Rockport's housing supply will meet demand: it won't, and new home construction will take place year after year. The issue is providing for affordable housing, and encouraging such housing so that Rockport's workforce can afford to live in Rockport.

## Public Opinion

Rockport residents have already weighed in on the issue to some extent, when they were asked about affordable housing in the survey distributed in the fall of 2003 (see appendix). Here is what they said:

- Almost two-thirds of Rockport residents said the town should encourage affordable housing.
- Multi-family and single-family housing were the types that residents wanted to see constructed, as opposed to mobile homes and other housing.
- Affordable housing, according to the majority of respondents, should be mixed in with neighborhoods, as opposed to being set apart from other housing.

In the survey, Rockport residents indicated their preference for residential development patterns. From the survey summary (available in its entirety in the appendix), Rockport respondents indicated that growth should occur in villages, followed by clustered subdivisions. Respondents also indicated they would prefer that if it were to be built, new housing should be located in West Rockport. Respondents least preferred Rockport Village as a location for new housing. Most Rockport residents clearly did not want new housing built on the hilltops and ridgelines or on lake and oceanfront areas, and preferred to see it located along existing highways and roads and in rural countryside.

# *Economy*

## ***Rockport Quick Business Facts***

- In 2001, the medical community in Rockport provided more than 1,000 jobs.
- Education provided almost 300 jobs with 2,000 students attending daily.
- Tourism created more than 500 positions.
- Rockport is a net provider of jobs to the Rockland Labor Market.

## The Midcoast Labor Market

The Maine Department of Labor considers Rockport to lie within the Rockland Labor Market Area. A Labor Market Area is defined by the U.S. Department of Labor as consisting "...of an economically integrated geographical area within which workers can reside and find employment within a reasonable distance or can readily change employment without changing their place of residence."

Rockport also lies between the two service centers of Camden and Rockland. The Maine State Planning Office has identified 69 regional service centers throughout Maine. Of these, 29 are considered primary centers, 21 are secondary centers, and 19 are small cen-

ters. Four basic criteria were used to identify municipalities in Maine that serve as centers: the level of retail sales; jobs-to-workers ratio; amount of federally assisted housing; and the volume of jobs. Consideration was also given to the geographic distribution of municipalities. Camden and Rockland are primary service centers.

According to the Mid-Coast Regional Planning Commission, the median household income in Knox County increased by 45 percent from 1990 to 2000. Recording the highest incomes in Knox County in 2000 were Rockport and South Thomaston. Towns with the lowest household income as of 2000 were Rockland and Thomaston.



Rockland Labor Market Area

## What Rockport Residents Do for a Living

According to the U.S. Census, in the year 2000 there were 2,526 Rockport citizens ages 16 and older. Of them, 1,677 were in the labor force and worked in the the following occupations:

Government workers .....	128
Self-employed in their own not-incorporated business .....	353
Management, professional and related occupation .....	704
Service .....	264
Office .....	373
Construction and extraction (mining) .....	137
Production, transportation and material moving .....	173
Agriculture, forestry, fishing & hunting .....	24
Construction .....	90
Information .....	74
Finance, real estate, insurance .....	165
Administration .....	163
Education, health, and social .....	354
Arts, entertainment, accomodations, and food services .....	202
Other (except public administration) .....	119
Public administration .....	42

Source: U.S. Census



## Working at Home

The 2000 U.S. Census recorded 159, or 9.9 percent of the 1,677 employed and self-employed Rockport residents, work at home. How many of them are self-employed is not something tracked by municipal, state, or federal agencies. It is be-

lieved, however, that over the past decade a growing number of residents are working in their homes and are self-employed, most commonly as artisans, consultants, and those in media communications.

## How Much Do Rockport Residents Earn?

In 2000, Rockport's median household income was the highest in Knox County at \$47,778, according to Claritas Corporation and the 2000 U.S. Census. That median was \$10,578 more than the county

median household income of \$37,200. In 1990, the gap between Rockport's median household income and that of the county was \$5,956.

### MEDIAN HOUSEHOLD INCOME Knox County, 1990 & 2001

	1990	2000
KNOX COUNTY	\$25,405	\$37,200
<b>Rockport</b>	<b>31,361</b>	<b>\$47,778</b>
Camden	30,607	41,123
Owls Head	30,647	41,000
Union	27,765	40,038
Hope	25,787	36,779
Friendship	26,176	35,921
Appleton	25,455	35,521
Cushing	25,606	35,223
Washington	24,000	35,069
South Thomaston	26,402	34,886
St. George	24,828	33,628
Thomaston	25,332	33,229
North Haven	24,375	30,536
Rockland	22,006	29,652
Matinicus	21,667	29,250
Warren	22,808	27,463
Vinalhaven	19,706	26,295

**HOUSEHOLD INCOME** is the sum of money income received in calendar year 1999 by all household members 15 years old and over, including household members not related to the householder, people living alone, and other nonfamily household members. Included in the total are amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income.

**PER CAPITA INCOME** is the mean income computed for every man, woman, and child in a geographic area. It is derived by dividing the total income of all people 15 years old and over in a geographic area by the total population in that area. Note: income is not collected for people under 15 years old even though those people are included in the denominator of per capita income. This measure is rounded to the nearest whole dollar.

Families and persons are classified as **BELOW POVERTY** if their total family income or unrelated individual income was less than the poverty threshold specified for the applicable family size, age of householder, and number of related children under 18 present (see table below for poverty level thresholds). The Census Bureau uses the federal government's official poverty definition.

If the total income of a person's family is less than the threshold appropriate for that family, then the person is considered poor, together with every member of his or her family. If a person is not living with anyone related by birth, marriage, or adoption, then the person's own income is compared with his or her poverty threshold.

—Source: U.S. Census Bureau

## Median Household Income: Rockport

Rockport's median household income grew by 59.6 percent between 1990 and 2001. The chart below indicates the rate of growth during that decade.

	<u>1990</u>	<u>1997</u>	<u>2000</u>	<u>2001</u>
Income	\$31,386	\$40,462	\$47,778	\$50,105

Source: Claritas Corporation

## PER CAPITA INCOME Knox County, Maine, and the U.S.

Rockport's per capital income in 1999 was \$25,498, just \$56 below the county's average per capital income of \$25,554. Rockport's was \$1,311 above Maine's average in 1999 and \$2,382 below the national average.

YEAR	KNOX COUNTY	MAINE	U.S.
1981	\$8,924	\$9,231	\$11,280
1982	9,561	9,873	11,901
1983	10,191	10,551	12,554
1984	11,171	11,665	13,824
1985	12,695	12,533	14,705
1986	13,589	13,463	15,397
1987	14,263	14,595	16,284
1988	15,825	15,813	17,403
1989	17,286	16,886	18,566
1990	17,616	17,473	19,572
1991	18,091	17,638	20,023
1992	18,398	18,309	20,960
1993	19,033	18,749	21,539
1994	20,004	19,453	22,340
1995	21,124	20,142	23,255
1996	22,300	21,163	24,270
1997	23,825	22,134	25,412
1998	24,945	23,404	26,893
1999	25,554	24,187	27,880
2000	26,511	25,681	29,770
2001	NA	26,723	30,472

Source: U.S. Census

## ROCKPORT'S ECONOMY

### INCOME LEVELS FOR ROCKPORT RESIDENTS 2000 U.S. Census

	Less than \$14,999	\$10,000 to \$24,999	\$15,000 to \$34,999	\$25,000 to \$49,999	\$35,000 to \$49,999
<b>\$10,000</b>					
<b>Rockport</b>	83	31	182	159	255
<b>Knox County</b>	1,567	1,308	2,462	2,444	3,226

	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or or more
<b>Rockport</b>	315	167	102	55	33
<b>Knox County</b>	3,141	1,230	778	232	220

### *Employment and Income*

In Rockport, the number of jobs rose from 902 in 1990 to 1,424 in 1997. In 2000, the number increased again to 1,633. In 2002, 969 were earning wage or salary income; 413 were collecting no wage or salary income.

#### NUMBER OF JOBS IN ROCKPORT

1990	1997	net change	percent change	2000
902	1,424	522	57.8%	1,633

*Source: Maine Department of Labor*

### *Unemployment*

The Rockland Labor Market and Rockport continues to have a lower unemployment rate than the state average, and in 2002 faced almost half of that of the state.

#### UNEMPLOYMENT RATE: YEAR 2000

<b>State</b> 4.8%	<b>Knox County</b> 3.4%	<b>Rockport</b> 2.8%
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By 2002, the unemployment rate in the Rockland Labor Market was estimated to be 2.9%

**AVERAGE EMPLOYMENT RATE: YEAR 2002**

	STATE	ROCKLAND LABOR MARKET
Civilian Labor Force	586,200	23,870
Employed	556,100	23,170
Unemployment	30,100	690
Unemployment Rate	4.4	2.9

*Source: Maine Department of Labor*

## *Where Rockport Residents Work, How They Get to Work, and How Long it Takes to Get There*

Rockport residents, according to the 2000 U.S. Census, work predominantly in Knox County. Of the 1,602 workers over the age of 16, 1,567 work in Maine, 1,411 work in Knox County, 156 outside the county, and 35 worked out of state.

Of the households, 418 had one car; 637 had two cars; 238 had three or more cars; and 80 had no car.

The average travel time to work in 1990 for Maine residents was 17.94 minutes. In Rockport, in 1990, it was 12.63 minutes. In 2000, that time increased to 16.4 minutes. Therefore, Rockport residents are either driving longer distances to work, or there is more traffic slowing the travel time.

Ten years later, the average travel time to work for Knox County residents was 18.9 minutes. In Rockport, according to the 2000 U.S. Census, 1,443 people did not work at home and all of them spent

some time getting to work. Many work close to home, although there are more than 98 who travel 45 minutes or longer to get to work. The following provides a breakdown of their travel time:

Less than five minutes .....	111
5-9 minutes .....	378
10-14 minutes .....	367
15-19 minutes .....	248
20-24 minutes .....	108
25-29 minutes .....	47
30-34 minutes .....	49
35-39 minutes .....	19
40-44 minutes .....	18
45-59 minutes .....	18
60-89 minutes .....	35
90+ minutes .....	45
Work at home .....	159

### ***Means of Transportation***

While public transportation is non-existent, Rockport residents employ a variety of ways for getting to work. Most residents drive, and few carpool. Approximately 6 percent walk. Nobody, apparently, drives regularly to work on a motorcycle.

	NUMBER	%
Car, truck, van, drove alone	1,197	74.7
Car, truck, van, carpooled	111	6.9
Walk	101	6.3
Bicycle	20	
Other means	14	

## Poverty

While in 2000 Rockport had the highest median household income in Knox County, there was still a substantial number of residents – 7.1 percent, or 228 individuals – living below the poverty level. That was less than the state percentage of 10.9.

<b>Year 2000 Town</b>	<b>Persons Below Poverty Level</b>	<b>Percent of town population</b>
Rockport	28	7.1%
Camden	403	8.0
Warren	233	6.7
Rockland	1,085	14.7
Hope	85	6.5
Union	210	9.6

In 2001, there were 188 people in Rockport collecting foodstamps. In the same year, 20 people were enrolled in the Temporary Assistance for Needy Families (TANF) program.

The Food Stamps Program, which is 100 percent federally funded, provides roughly 110,000 low-income people in Maine a total of \$100,000,000 per year for necessary food items. The TANF program serves approximately 11,000 families in the state and provides \$53 million annually to low-income children.

In 2000, there were 1,108 residents reporting income. The median income was \$52,266, according to the U.S. Census 2000. Of those:

- 375 received Social Security, with the mean Social Security income for Rockport being \$11,695
- 39 received Supplemental Security Income, with a Mean Supplemental Security Income for Rockport being \$12,117
- 22 received public assistance income, with the Mean Public Assistance income for Rockport being \$10,755
- 302 received retirement income, with the mean retirement income for Rockport being \$22,820

# Business

## Rockport Businesses

In 2003, Rockport had 328 businesses registered with the town office. Those businesses range from healthcare to tourism-based businesses to artisans to manufacturing. Below is a rough breakdown of the general types of business and how many are included in the different categories.

Professional (lawyer, mediator, etc.) .....	7	Pet groomer .....	1
Architect .....	2	Publishers / printers .....	7
Retail .....	19	Motel / Inns / B&Bs .....	11
Retail convenience store .....	3	Restaurants .....	11
Retail automotive .....	2	Restaurant / take-out .....	3
Retail appliance / service .....	3	Automotive repair .....	7
Healthcare (doctors, dentists, psychiatrists) ....	53	Financial institutions (banks, etc.) .....	3
Computer software / consulting / sales .....	5	Financial services .....	12
Recreation / tourism (campgrounds, etc.) .....	3	Utility (water company) .....	1
Recreational (tennis, golf, bowling, etc.) .....	10	Education institution (workshops) .....	1
Agricultural retail / landscaping (blueberry growers, nurseries, landscapers, etc.) .....	9	Security .....	1
Design retail (interior design, etc.) .....	2	Communications service / retail .....	2
Real Estate .....	10	Beauty services .....	4
Construction services (surveyors, plumbers, electricians, etc.) .....	11	Boat repair / storage / building .....	6
Construction .....	19	Manufacturing .....	2
Veterinarian .....	2	Art galleries .....	4
		Art / artisans .....	10
		Media design services .....	3

### Rockport Taxable Retail Sales

*(in millions of dollars)*

1996 .....	\$28,876
1997 .....	31,333
1998 .....	38,306
1999 .....	41,846
2000 .....	46,852
2001 .....	47,862

## *Business in Rockport*

Rockport's largest employers in 2001 were the Penobscot Bay Medical Center, Samoset Resort, Farley and Son Landscaping, Inc., Camden Hills Regional High School, Camden National Bank, Rockport Elementary School, Downeast Enterprise, and the Penobscot Bay YMCA.

Several private schools also employ; on a year-round basis. Those schools included Riley, Ashwood Waldorf, Children's House Montessori School, and the Maine Photographic Workshops and Rockport College.

## *Rockport 2001 Business Facts*

- In 2001, the medical community in Rockport provided more than 1,000 jobs.
- Education provided almost 300 jobs with 2,000 students attending daily.
- Tourism created more than 500 positions.
- Rockport is a net provider of jobs to the Rockland Labor Market.

### **ROCKPORT'S LARGEST EMPLOYERS, 2003**

Penobscot Bay Medical Center	800
Samoset Resort	295
Farley and Sons Landscaping (summer)	108
Camden National Bank	106
Rockport Elementary School	82
Downeast Magazine	70
Penobscot Bay Area YMCA	50

### **SCHOOLS**

	<b>Number Students</b>	<b>Number Staff</b>
Camden Hills High	708	108
Rockport Elementary	492	82
Riley	52	12
Ashwood Waldorf	119	32
Children's House Montessori	52	7
Maine Photographic Workshops	200	35
<b>Total</b>	<b>2015</b>	<b>286</b>



### *Business Sales in the Region*

An indicator of how business did over the decade of the 1990s lies in the records of the Camden-Rockport-Lincolnvile Chamber of Commerce, which tracked total taxable sales on an annual basis in the towns of Appleton, Camden, Hope, Islesboro, Lincolnvile, and Rockport.

In all the business categories – building supply, food store, general merchandise, other retail, auto transportation, restaurant, and lodging – sales had increased, in some cases by leaps and bounds, over the years 1994 to 2002. Below is a breakdown of the best performing categories.

#### **TOTAL TAXABLE RETAIL SALES IN THOUSANDS** Area including Appleton, Camden, Hope, Islesboro, Lincolnvile, and Rockport

	<b>Building Supply</b>	<b>Food Store</b>	<b>Restaurant</b>	<b>Lodging</b>	<b>General Merchandise</b>	<b>Auto Transportation</b>
1994	\$6821.5	\$7129.7	\$20354.4	\$12807.1	\$9591.3	\$6989.6
1995	8133.9	7519.1	21667.7	14092.5	9648.1	9580.0
1996	8346.0	8347.9	22045.0	14083.7	9643.8	9622.2
1997	9519.3	9226.3	22784.2	15757.7	9749.4	9864.0
1998	10923.1	10280.3	27020.7	17867.2	11084.3	10595.2
1999	11140.0	11870.0	27020.7	17867.2	12346.0	10217.2
2000	12446.7	12918.8	28426.5	19338.4	12782.4	13791.6
2001	16603.2	12064.0	29052.9	19643.9	13313.0	14092.9

## *Summary*

Rockport's economic and business climate thrived throughout the 1990s, along with the rest of the midcoast and a good portion of the country. By 2002, effects of the recession were just beginning to be apparent, as the tourist industry began to slacken and the employment rate increased. However Rockport, with its many construction and construction service businesses, its large concentration of healthcare professionals, and its public and private schools, was able to fare well through the initial recessionary period.

The Maine Department of Labor, in its report, "Labor Market Conditions in Maine Since 2000," provided one perspective on why the regional economy managed to maintain its vitality:

"The construction industry fared unusually well during the recent recession. Construction is usually among the first industries to be adversely impacted and often among the hardest hit by slowing or declining levels of economic activity. Unlike the early 1990s recession, which wiped out more than one third of all construction jobs over a five-year period, the number of construction jobs in 2002 was unchanged from 2000, rising slightly in 2001, and dropping by a similar amount in 2002. Low mortgage interest rates and other factors have helped to stabilize and prop up the level of construction in recent years.

"Job growth in service-providing industries has continued since 2000, though at a slower rate than in the second half of the 1990s. Service-providing industries created 9,000 net new jobs in 2001 and 5,200 in 2002. Job growth was largely concentrated in educational services, health care, social assistance, accommodation and food services, finance, and local government."

As citizens continue to seek out safe, attractive, and healthy communities, Rockport's position as a desirable town in which to live will not diminish. A healthy business community is vital to the overall well-being of the region and Rockport should foster the type of enterprise that reflects the wishes of its residents.

## *2003 Survey*

In the fall of 2002, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. More than 640 questionnaires were returned, representing more than one-third of all households in Rockport.

Asked about what types of business Rockport should encourage, the survey respondents ranked in order of preference that they would like to see first more artisans and the arts, recreation (of an unspecified type), professional businesses, small retail stores, agriculture and farming, light industry (such as milling, boat building and repair), and saltwater fishing.

Rockport residents responding to the survey especially preferred not to encourage large retail stores such as Wal-Mart and Home Depot, fast food franchises, or forestry and logging.



# *Government*

# Town of Rockport Government

Rockport is a municipal corporation organized according to the Maine law Title 30 and 30-A, Maine Revised Statutes Annotated. The town is governed by a town meeting/board of selectmen, town manager form of government, which was adopted in 1953 and became effective in 1955.

The annual town meeting is convened in June, with other, special town meetings convened in November and on an as-needed basis throughout the year. Those meetings provide legislative authority for all municipal appropriations of funds and enactment of ordinances. Besides addressing secret ballot items that include state or local bond proposals, local and state elections, and new or revised ordinances, the town approves or votes items line-by-line in its annual budget.

The town issues an annual town report in June with reports from the town manager, department heads, Maine legislators, and various town committees. Excerpts from the town's annual financial audit reports are included in each annual report.

The town meeting process also serves as a forum for the election of a five-member board of selectmen. Those selectmen are the town's representatives charged with administering the affairs of the town.

As overseers and directors of policy development and finances, the selectmen meet twice monthly. Special and *ad hoc* meetings are also held on a wide range of issues. The selectmen also serve as the town's assessors, levying taxes and hearing tax-related appeals.

By the authority of the town meeting, and

in some cases by state law, the selectmen appoint citizen volunteers to the following regulatory/advisory boards and committees: board of assessment review, planning board, zoning board of appeals, building committee, conservation commission, and the committees of harbor, recreation, comprehensive plan, cemetery, capital improvement, Camden Rockport pathways, ordinance review, and investment.

By election, citizens choose who sits on the School Administrative District 28 and the Community School District boards of directors. Library Committee and Budget Committee members are also elected to their positions.

The selectmen also appoint a town manager who is the chief administrative officer of the community and who oversees town operations, as well as its personnel. Positions in Rockport town government include town clerk, assessor's agent, code enforcer/planner, finance director, administrative support staff, fire chief, harbormaster, police chief, public works director, and librarians.

Annually, the selectmen appoint a town attorney. All other municipal employees are appointed by the town manager, with all department head appointments contingent on selectmen approval.

Rockport has had seven town managers since 1955. The town manager also serves as town treasurer, sexton, road commissioner, and tax collector.

On an annual basis, the selectmen and town manager review personnel policies and procedures, as well as municipal salary scales.

# Fiscal Capacity

Rockport funds its municipal infrastructure and services primarily by property taxes, which apply to land and buildings, and personal property taxes on machinery, equipment, and vehicles. Rockport's assessor's office maintains the property records for more than 6,000 individual properties in town.

Annually, the town sets its mil rate. The word "mil" is Latin for 1,000, and the mil rate is the amount of tax per 1,000 dollars of valuation. A mil rate of one would mean that a property owner would pay one dollar for every thousand dollars of valuation. If the mil rate is 15 and the property is valued at \$50,000, the owner would pay 15 x \$50, or \$750 in taxes for that year.

Mil rates are computed by first adding the municipal, school and county budgets, then subtracting all the non-property tax income, such as excise taxes, school subsidy, and state road assistance. The remainder is the amount to be raised through property taxes. The mil rate is then calculated by dividing the amount to be raised through the property tax by the town's total valuation. That valuation is set annually by the State of Maine.

In the town's 1999-2000 town report, Rockport's then town assessors agent Judith Mathiau reported: "The past two years have seen a tremendous increase in the development of new homes and businesses. In 1998, 27 new homes and four new commercial buildings were built, and in 1999, more than 40 new homes were started and at least 10 new commercial buildings were constructed... not to mention the expansions, renovations, and new subdivisions. Although we continue to increase the taxable valuation of the town, the school and county budgets have increased, as well, enough not to offset the mil rate."

Rockport's current assessors' agent Tom Edwards commented in the 2001-2002 Rockport Town Report on the fact that housing has the greatest impact on taxable valuation in Rockport. He said: "In addition to residential growth, the increased valuation of all new commercial construction, additions, and renovations have increased total valuation since the April 1, 2000 valuation by well in excess of \$25 million, a remarkable amount.

However, the increased costs of funding education (your local schools), the increase in Knox County government, jail, and E911, for example, and much smaller increases in local government costs have conspired to more than wipe out the increase in revenue from growth. In short, while the amount of taxable property went up, so did the tax rate."

Besides the increase in new construction, the average home price in Rockport also increased. According to the National Association of Realtors / Maine Real Estate Information System, average home prices have increased by approximately 50 percent in the immediate midcoast area (see chart on page ??? in Housing Section).

In 2001, Rockport selectmen voted to use a portion of the town's municipal surplus (In June 2001, the undedicated surplus was at \$1,139,834) to offset rising taxes and decrease the town's mil rate. That measure took the mil rate from 15.95 to 15.80, while keeping the surplus at \$735,000. The 2002 mil rate was 15.25.

## 2002 Municipal Valuation

In Fiscal Year 2002-2003, Rockport had a total taxable valuation of \$528,593,600. The town had 2,276 taxable parcels and 1,777 developed parcels.

MIL RATES	
YEAR	MIL RATE
1993	11.90
1994	12.80
1996	13.30
1997	14.15
1998	14.40
1999	14.44
2000	14.60
2001	15.80
2002	15.25

## Tax Relief Programs

There are several property tax programs to lessen the burden of taxes. They include:

- Circuit Breaker Program, which offers relief for those whose property tax or rental fees exceed a certain amount of their income;
- Homestead Exemption, while under debate in the Maine Legislature, can potentially reduce a resident's valuation by up to \$7,000, or in tax dollars, \$111.65, depending on the mil rate. Residents who have owned a home in Maine for at least 12 months can qualify. It doesn't matter if you sold one home and moved to another, as long as you can show "continuous

ownership" over the 12 month period.

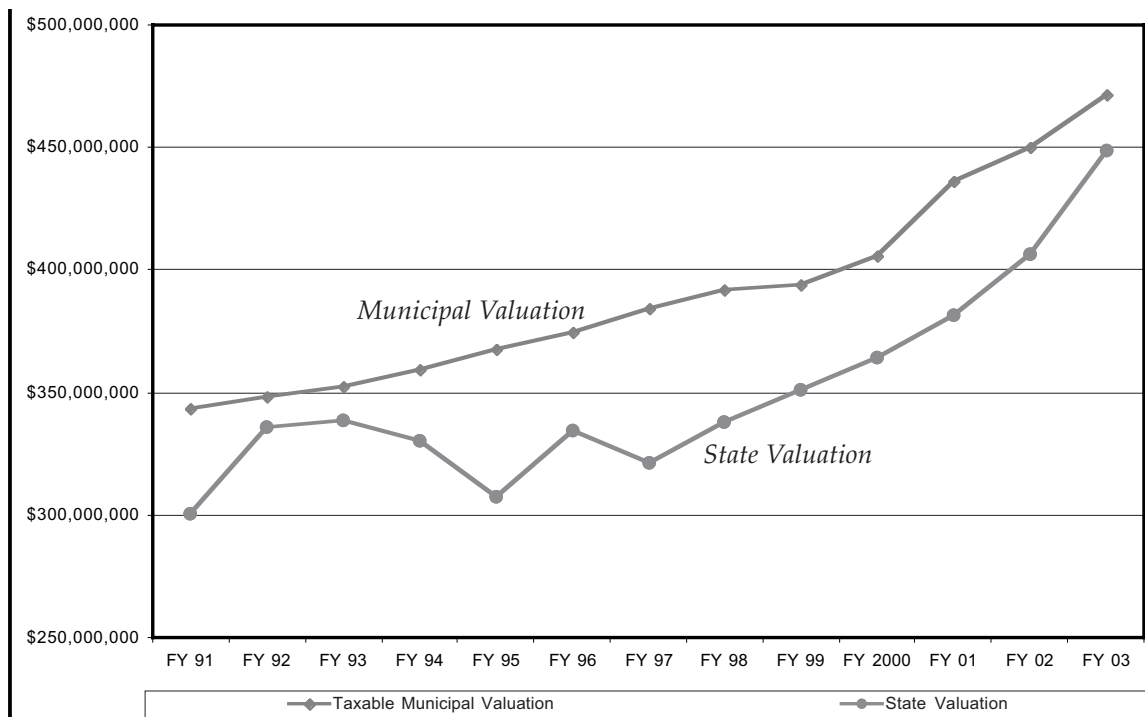
In Fiscal Year 2002-2003, Rockport granted 907 Homestead exemptions for a total exempted valuation of \$6,384,500.

- Veterans' Exemption, for those age 62 and older who served in the armed forces during a recognized war period, or the unmarried survivors of veterans. This exemption reduces a resident's valuation by \$5,000, or in tax dollars, \$79.75 based on the 2001 Rockport mil rate.

In Fiscal Year 2002-2003, there were 113 Maine residents of Rockport who were veterans of WWII, and the Korean, Vietnam, and

## Taxable Municipal Valuation versus State Valuation

This chart compares the town's actual valuation compared to the state's calculated municipal valuation. It shows is the rate of growth as calculated by the town and confirmed independently by the state. The difference in the two figures is that the town's value is the actual taxable valuation calculated annually and the state's valuation is a figure based on the town's value in 1973 and adjusted annually since then. They are two different methods of getting to the same place.





## FISCAL CAPACITY

the Persian Gulf wars. In the same year, there were 77 non-Maine residents and Rockport taxpayers who were veterans of the same conflicts.

The total 2002 exempted valuation of regular status post-WWI veterans or their survivors in Rockport was \$950,000.

- Legally blind residents who can provide a written statement from their doctors may be eligible for an exemption.

In 2002-2003, the value of exempt property of all persons determined to be legally blind was \$16,000.

- Businesses may also be eligible for a property tax reimbursement on new equipment. Businesses receive a 100 percent reimbursement for all personal property tax paid on equipment first placed in service in Maine after April 1, 1995.

### *Tax Exempt Property*

In 2002, Rockport had 44 parcels of land totaling 860.53 acres listed as tax exempt property. This amounted to approximately \$43 million of valuation that was not included on the town's tax rolls. If that amount were included on the tax list, the mil rate would have been reduced to approximately 14 mil.

In Fiscal Year 2002-2003, the value of all tax-

exempt property in Rockport was classified as follows:

Literary and Scientific Institutions .....	\$5,104,900
House of Religious	
Worship and Parsonages .....	\$2,557,200
Municipal and County Property .....	\$9,676,400
State of Maine, excluding roads .....	\$503,100
Benevolent and	
Charitable Institutions .....	\$24,103,650

Rockport tax exempt land holders are:

STATE OF MAINE  
MAINE DEPT OF TRANSPORTATION  
NATURE CONSERVANCY - MAINE CHPT  
HARBOR SCHOOLS OF MAINE, INC  
PENOBSCOT BAY YMCA  
COASTAL WORKSHOP INC  
MERRYSRING FOUNDATION  
RILEY SCHOOL INC  
PENOBSCOT VIEW GRANGE  
SIMONTON COMMUNITY HALL  
CAMDEN ROCKPORT ANIMAL  
COASTAL MOUNTAIN LAND TRUST  
CHILDRENS HOUSE MONTESSORI  
KNOX COUNTY MUTUAL AID SOC.  
MID COAST HOSPITALITY HOUSE  
ASHWOOD WALDORF SCHOOL

CAMDEN HISTORICAL SOCIETY  
MAINE COAST HERITAGE TRUST  
MAINE COAST ARTISTS  
MAINE CENTER FOR CRAFTSMANSHIP  
NO NEW ENG CONF 7TH DAY  
NATIVITY LUTHERAN CHURCH  
KINGDOM HALL, ROCKLAND  
LAKEVIEW ORTHODOX  
ROCKVILLE COMMUNITY CHAPEL  
VESPER HILL FOUNDATION  
CH OF JESUS CHRIST OF LDS  
W ROCKPORT BAPTIST CHURCH  
PENOBSCOT BAY MEDICAL CENTER  
PENOBSCOT BAY YMCA  
SCHOOL ADMN'N DIST 28  
MID-COAST SOLID WASTE

### *Tree Growth, Farm and Open Space*

Under the state's Farm and Open Space Tax Law, and the Tree Growth Tax Law, land that is designated as crop land, orchard land, pasture land, and woodland is eligible for tax reduction.

**The Farm and Open Space Tax Law provides for the valuation of land which has been classified as farmland or open space land based on its current use as farmland or open space, rather than its potential fair market value for more intensive uses other than agricultural or open space.**

The resulting property taxes are usually lower than regular property taxes that base their land valuation on the likely price of the land if offered on the real estate market. Instead of market valuation, Farm and Open Space base land values on cur-

rent use. The State of Maine offers the Farm and Open Space tax program to encourage the preservation of farmland and open space. Parcels must be greater than five contiguous acres (tree growth, 10 acres) and farmland and open space must show that there is a public benefit.

The **Maine Tree Growth Tax Law** provides for the valuation of land that has been classified as forestland on the basis of productivity value, rather than on fair market value.

Any parcels of land with at least 10 acres of forestland may be classified at the unanimous election of the owners.

In Fiscal Year 2002-2003, the acreage of Rockport classified under tree growth, farm, and open space broke down as follows:

#### **TREE GROWTH**

Total Tree Growth	572.5 acres
Softwood	307.5
Mixed Wood	41
Hardwood	224

**Total Assessed Valuation of all forest land in Tree Growth      \$83,600**

#### **FARM AND OPEN SPACE**

Total Crop, Orchard, and Pasture	458.33 acres
----------------------------------	--------------

**Total Assessed Valuation of all crop, orchard, and pasture land      \$172,300**

Farm Woodland	353.45 acres
---------------	--------------

**Total Assessed Valuation of all farm woodland      \$40,100**

Open Space	346.79 acres
------------	--------------

**Total Assessed Valuation of all Rockport land classified under Farm and Open Space      \$1,069,200**

## Rockport's Fiscal Capacity

While fiscal capacity as it pertains to the raising of capital has some time-tested rules (i.e., percentage debt of assessed property valuation), the ability of the town's citizens to continue to absorb the growth in property taxes is less well understood.

Excluding population and reassessment growth, a reasonable approximation of growth in taxes was calculated to be 43.2 percent from the 1992-1993 fiscal year to the 2000-2001 fiscal year. This compares to a statewide inflation rate of 22.7 percent for the same period. It is therefore probably reasonable to conclude that some proportion of Rockport's citizens will find the increasing property tax burden to be beyond their means.

It follows that other levels of government need to recognize that their ability to shift direct and indirect costs to municipal property taxes is neither good tax policy nor a sustainable approach.

### Debt

The town's total debt has increased over the decade between 1991 and 2001 from \$1.08 million to \$10.38 million, or by almost ten times. This repre-

sents 2.3 percent of assessed valuation. While comfortably below state and bank guidelines, Rockport's rate of debt growth is of concern.

The town's debt has two components: exclusive (work done only for the Town of Rockport) and shared, or overlapping, debt (work completed for the schools, county, and Midcoast Solid Waste Corporation).

### Exclusive Debt

For the work done exclusively for Rockport, the debt totals \$3.153 million, of which:

\$2.225 million was spent on sewer work

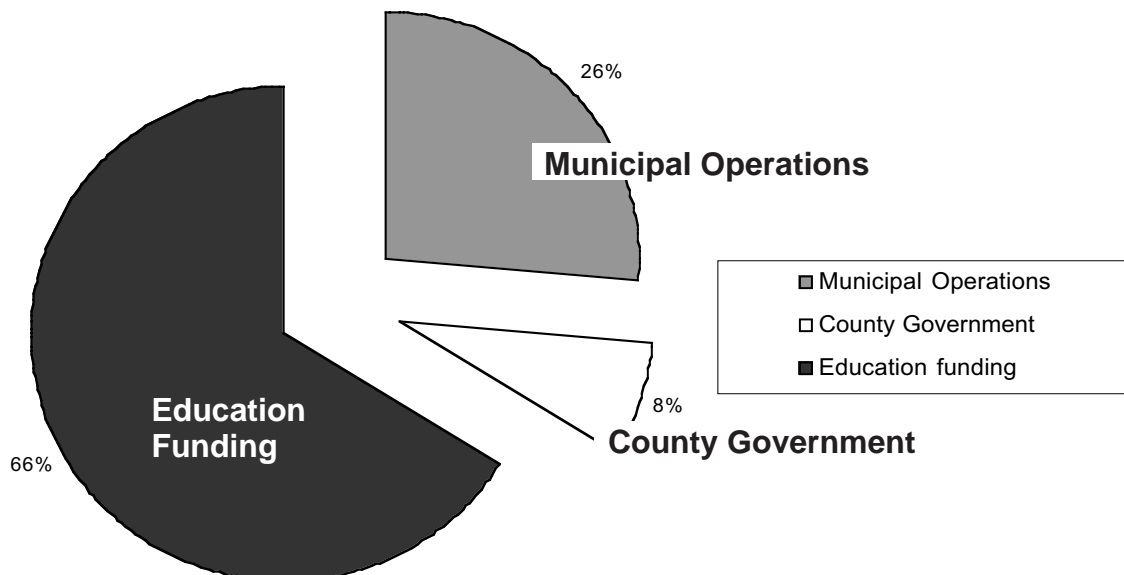
\$384,000 on various bonds (i.e. Opera House, Bay Chamber, recreation, and cemetery land acquisition)

\$366,000 on the new harbormaster's building

\$178,000 on capital leases

This portion of debt represents 0.70 percent of the 2001 assessed value and compares to a 1991 figure of 0.31 percent

## Budgeted Expenditures, 2003



## FISCAL CAPACITY

### ***Shared – or Overlapping – Debt***

Rockport's shared, or overlapping debt, totals \$7.227 million, of which:

\$363,000 was spent for Knox County work

\$6.659 million for schools

\$205,000 for the Midcoast Solid Waste Corporation

The total of both debts represents 2.3 percent of the 2001 assessed value and a per capita debt of \$3,235 (population 3,209).

### ***Property Valuation and the Mil Rate***

The assessed property valuation has grown from \$348 million in 1992 to \$450 million in 2002 (this represents both asset growth and growth in assessed values). The mil rate has increased from 11.20 to 15.25 over the same period.

### ***Tax Collection***

In 1993-94, unpaid tax liens and unpaid taxes amounted to 1.44 percent of total revenues for 1993-

94. Similarly in 2001-02, the amount was .58 percent of total revenues for 2001-02.

### ***Operating Surpluses***

For the fiscal year ending June 30, 1993, the surplus fund of \$611,000 equaled approximately 13.3 percent of total annual expenditures for the fiscal year 1992-93. Similarly, for the fiscal year ending June 30, 2001, the surplus fund of \$1.3 million equaled approximately 17.3 percent of total annual expenditures of 2000-01.

This is in line with a reserve "standard" of two-twelfths or 16.7 percent of the 2000-01 town budget.

### ***Distribution of the Revenues***

For the fiscal year ending June 1993, 91.8 percent of the town's total revenues were raised from property taxes with 49.4 percent of total revenues spent on education.

For the fiscal year ending June 2001, 94.2 percent of the town's total revenues were raised from property taxes with 55.4 percent of total revenues spent on education.

Total expenditures have increased at 2.35

<b><i>Data for Fiscal Years ending June 30</i></b>				(Source – Rockport annual reports)
<b>Year</b>	<b>Total Actual Revenues</b>	<b>Total Actual Expenditures</b>	<b>Total Actual Public Works</b>	<b>Total School Expense (SAD &amp; CSD) Assessments</b>
1992-1993	\$4,742,000	\$4,582,000	\$563,000	\$2,344,000
1993- 1994	5,141,000	4,899,000	761,000	2,574,000
1994-1995	5,507,000	5,109,000	741,000	2,757,000
1995-1996	5,818,000	5,945,000	933,000	3,030,000
1996-1997	6,042,000	5,955,000	999,000	3,195,000
1997-1998	6,644,000	6,309,000	1,011,000	3,435,000
1998-1999	6,962,000	6,628,000	1,059,000	3,564,000
1999-2000	7,181,000	7,153,000	1,090,000	3,848,000
2000-2001	7,420,000	8,001,000	1,252,000	4,112,000

## FISCAL CAPACITY

times the combined rate of the Rockport's rate of population growth and Maine's rate of inflation over an eight-year period.

For the Town of Rockport the percent increase in expenditures in 2000-2001 compared to 1992-1993 has been:

### **TOTAL EXPENDITURES**

74.6 percent, or 7.2 percent annually

### **SCHOOL EXPENDITURES**

75.4 percent, or 7.3 percent annually

### **PUBLIC WORKS EXPENDITURES**

122.4 percent, or 10.5 percent annually

Whether these increases are a reflection of state imposed costs (with no accompanying revenue), a demand for more and better municipal services, a reflection of deferred expenditures, the impact of growth and sprawl, or price increases for items of cost that are not reflected properly because of weighting in overall inflation rates is difficult to individually assess.

## *Summary*

Rockport has limited debt capacity to handle the building of infrastructure for growth. This limitation may become more severe recognizing that the town has no depreciation or other funds for replacement of capital assets. This suggests an even stronger argument than cost causality for the imposition of impact fees.

In terms of the town's ability to collect revenues, meet its expense obligations, and continue to maintain some surplus, the current situation is satisfactory. However, the rate of growth of total expenditures – 74.6 percent in eight years – needs attention at both the municipal and state levels of government.

Looking ahead, and if this plan is approved with its emphasis on villages, there will be demand for additional infrastructure.

Additionally, the following reflect current and emerging issues before taxpayers:

- The Mid-Coast Solid Waste Corporation has a finite life for on-site disposal.
- Sewage waste collected from the sewer network is treated by facilities in Camden and Rockland and the agreements with both towns will need updating.
- The three public schools – Elm Street, Camden-Rockport Middle School, and Rockport Elementary – require physical plant attention.
- There is limited availability of land in Camden and Rockland, which will push more growth into Rockport.
- In 2003, school budgets make up 66 percent of projected expenditures for the town.

While the situation is not yet critical, nor unique, it suggests that citizens apply much more careful stewardship of resources, more strictly prioritize projects, and restrict new spending at all levels of government.

# *Transportation*



## TRANSPORTATION

Located between two service centers, Camden and Rockland, the Town of Rockport serves as a natural pass-through for trucks and cars heading both north and south along federal highway Route 1, and east and west along state highways Route 17 and 90 to Augusta, Rockland, or points southwest.

This road network, with a predominance of three important state highways, has created unique issues for the town that few other rural Maine towns face. It has become not only an issue of traffic, but of community preservation as Rockport balances the promotion of efficient traffic flow, a thriving business community, and a healthy and safe transportation system for pedestrians, bicyclists, and especially the hundreds of school children now being educated in Rockport.

Until the past few years, traffic has not been a major issue for Rockport, as the local roads and state highways have accommodated vehicles. With the growing midcoast population, however, and with the increase in summertime traffic, roads in Rockport have become congested at certain times of the commuting day, to the extent that accident rates have mounted over the past decade.

In 1989, Rockport's comprehensive plan re-

ported that traffic in Rockport had doubled since 1971. In 2002, traffic has more than doubled again, the heaviest town-maintained roads seeing almost a 70 percent increase between 1996 and 1998 alone.

This is a statewide phenomenon and Kathy Fuller, assistant director of planning at the Maine Department of Transportation, said in June 2003:

"In the report 'Maine's Transportation System, Status and Trend Indicators of Economic Growth and Quality of Life,' published in August 2002, the most important indicator of demand on the transportation system is vehicle miles traveled (VMT). In 2000, VMT was estimated to be 14.2 billion miles on Maine roads, which represents a 20 percent increase over the 1990 VMT of 11.8 billion miles. When compared with a 4 percent population growth between 1990 and 2000, it is easy to see that the demands on transportation are growing – almost exponentially."

In Knox County, the VMT change in the decade from 1990 to 2000 was:

1990	2000	% change
294,037,083	365,940,225	24.5%

*Source: Maine DOT*

Rockport lies in the MDOT designated Region 5, encompassing all of Knox, Lincoln, and Sagadahoc counties, all of Waldo County except Burnham, Troy, and Unity, and includes Brunswick and Harpswell in Cumberland County.

The population of Region 5 grew from 155,512 people in 1990 to 167,145 people in 2000, for a gain of 11,633, or 7.5 percent. Maine experienced a population growth of four percent over the same period. Population growth within the region was not evenly distributed, and tended to be highest in the smaller communities along the coast and lowest in the cities. Over the past 30 years, the region's population has grown from 112,387 to 167,145, a gain of 54,758, or 48.7 percent.

### Population Changes in Region 5 counties and towns

	1970 Census	1980 Census	1990 Census	2000 Census	2015 Projected	% Change 1970-2000
Knox Cty.	28,968	32,877	36,264	39,618	44,269	36.8
Lincoln Cty.	20,537	25,691	30,357	33,616	37,999	63.7
Waldo Cty. towns	20,703	25,340	29,438	32,285	36,279	55.9

*Source: RTAC Region 5 "A Plan for the Greater Mid-Coast Region," May 2002*

## TRANSPORTATION

### Rockport Traffic Survey Results: Daily Traffic Count, 1996-2002

Street	1996	1998	% Increase from 1996	2000	% Increase from 1998	2002
South St.	1,130	1,620	43.4%	1,900	17.3%	1,850
Rockville St.	620	710	14.5%	680	-4.2%	810
Mill St.	470	530	12.8%	590	11.5%	740
Meadow St.	1,800	2,250	25%	NA (broken equipment)		3,070
Cross St.		300	xxxx	480	60%	700
Main St.				1,210		2,140
Park St.				6,520		5,240
Union St. (Smith's Garage)				new		4,100

*Source: Maine Department of Transportation/Town of Rockport*

### *Truck Traffic in Rockport*

The overall percentage of truck traffic along routes 1 and 17 in Rockport, years 1992 and 2002.

Roadway	Location	Heavy Trucks as a % of Total Traffic	Volume Year
Route 1	Rockport/Rockland Town Line	3.6%	1992
Route 1	Rockport, SE/O Pascals Ave.	5.2%	2002
Route 17	Rockport, NW/O Rte 90	5.2%	1992
Route 17	Union E/O Route 235	6.6%	1995
Route 90	No available data in Rockport		

*Source: Maine DOT*

## *Local Roads*

Rockport has between 47 and 53 miles (depending on the summer or winter season) of local roads that are maintained by the town's public works department. Of the annual public works budget (in 2002, it was \$892,632), approximately 78 percent is directed toward road maintenance and capital improvements, such as road resurfacing and reconstruction. In 1973, there were 13 dead-end roads in Rockport; in 2002, there were 29 dead-end roads.

According to 2002 figures, the annual cost of maintaining a mile of road in Rockport is \$6,000 (\$4,200 for winter – snow and ice control, and \$1,800 for summer maintenance – ditching, signs, paint, mowing, and brush cutting).

In addition to the roads themselves, public works also tends to bridges, waterways, and storm drainage. Road work includes plowing, sanding, paving, and reconstructing surfaces, erecting and replacing traffic and street signs, painting traffic control stripes, and mowing roadsides.

In the late 1980s, engineering firm Kimball Chase recommended Rockport embark on a 20-year road reconstruction project for all locally-owned roads. The price associated with the project was a \$250,000 annual investment by the town. Last year, in 2002, the project was completed

## *Traffic Lights*

Traffic lights were installed in two locations in Rockport over the past decade following deadly accidents: one at the intersection of Route 1 and the entrance to Penobscot Bay Medical Center, the other at the intersection of Route 90 and Meadow Street.

Another traffic light was installed at the intersection of Old County Road and Route 1 as a result of the spring 2003 construction of a Home Depot store in Rockland.

Traffic lights also are located at the intersection of routes 90 and 17 in West Rockport, and at the Graves Supermarket at the Camden-Rockport townline.

## **Mileage of Rockport's Roads, 2003**

Total town & state maintained roads.....	60.74 miles
State-maintained roads in summer.....	18.74 miles
Town-maintained roads in summer.....	47.66 miles
State-maintained roads in winter .....	15.82 miles
Town-maintained roads in winter .....	53.05 miles

## *New Local Roads*

While Rockport has constructed no new town roads over the past decade, it has added newly built roads to the town's jurisdiction. New roads, most of them dead-ends or cul-de-sacs, have been added annually to town jurisdiction as subdivisions have been built. The general pattern over the past decade shows that developers construct the subdivision roads at their own cost, then after the subdivision is sold to individual homeowners and houses are built, the developer requests the town assume control over

those new roads. Voters then are asked at town meeting to approve the acceptance of those new roads. Rarely are the roads turned down.

Since 1992, Rockport has accepted approximately 7 miles of new roads with this process. In 2003, voters accepted another two roads as town ways, both of which are in the Spring Mountain Subdivision. They are Reflection Pond Drive, which is 2,200 feet in length, and Ocean View Lane, which is 920 feet in length.

New roads accepted by the town since 1990 have all been subdivision roads built initially by developers. They are:

<b>YEAR</b>	<b>NAME (and width, where indicated)</b>	<b>LENGTH</b>
1991	Whitetail Drive	.7 miles
1992	Keller Drive Extension	.6 miles
1992	Lexington Drive	.3 miles
1992	Wellington Drive	.8 miles
1993	Rockport Woods Road	2,904 feet
1994	Sea Light Subdivision Road	1,839' x 26'
(This road was taken back by the Sea Light residents to become a private road.)		
1994	Rockport Park Centre Road	1,603' x 26'
1995	Robinson Drive	1,214'
1997	Kathy's Lane	1,050 x 20'
1997	Jeff's Circle	292' x 20'
1997	Beal Street	1,302' x 20'
1997	Brandywine Dr. (now Terrier Lane)	1,185' x 18'
1998	Bristol Drive	875' x 20'
1998	Winding Way	2,100' x 20'
2000	Fern Way	700' x 20'
2000	Spring Mountain Drive	723' x' 20'
2000	Rocky Ridge Road	1,588' x 20'
2000	West Wood Road	1,065' x 20'
2001	Ashley Terrace	1,459' x 20'
2002	Pine Wood Lane	402' x 20'
2002	Brandy Brook Circle	1,573' x 20'
2002	Ministerial Road	902' x 18'
2003	Reflection Pond Drive	2,200'
2003	Ocean View Lane	920'

**Total: Approximately 7 miles**

## Rockport Crashes

There are 11 “hot spots” in Rockport where crashes occur more than in other locations. While crashes have occurred along most of Rockport’s more heavily used roads, there are some intersections on the smaller collector and local roads where high numbers of collisions have been recorded.

According to DOT records, between 1999 and 2001, Rockport had 510 accidents, mostly at intersections. The majority were in the daylight hours under clear conditions. They ranged from the usual collisions to collisions with deer or moose. Other accidents were attributed to snow and slush or to hitting objects in the road, or to the vehicle running off the road.

Contributing factors included driver inattention, failure to yield right-of-way, illegal speed,

obscured vision, following too closely, and driver inexperience. From 1999-2001, the DOT recorded 15 to 28 crashes in the following areas:

Route 90 and Meadow Street (a stoplight was installed there in 2002 to help remedy the dangerous intersection)

Route 17 and Meadow St.

Route 17 and Porter Street

Routes 17 and 90

Route 1 and Porter Street

Route 1 in Glen Cove

Route 1 and the Business Park

Route 1 and Elwood Avenue

Routes 1 and 90

Route 1 and Graves (at the traffic light)

## Critical Rate Factors

Rockport has several intersections that exceed the state’s Critical Rate Factor (CRF). An intersection or road segment is considered to have a safety deficiency if it experiences at least eight accidents in a three-year period and has a CFR of greater than 1.00. The CFR is a measure of the number of accidents that would be expected given the length of a roadway segment and the amount of traffic on it. A CFR greater than 1.00 indicates that there are more accidents than would be expected.

### INTERSECTIONS WITH HIGH CFRS FOR 1999-2001

Roadway or Intersection	CFR
Route 1 and Main Street	1.44
Route 90 and Meadow Street	3.60
Routes 17 and 90	1.26

## Rockport Traffic Safety Study

In October 2002, Rockport Police Chief Mark Kelley, Fire Chief Bruce Woodward, Public Works Director Steve Beveridge, and Town Manager Ken Smith reviewed all public roadways in Rockport for safety. The following are comments and observations from their analysis:

Beauchamp Point Road: Private road which is maintained by the town during the summer. There is a high mix of traffic. One-way traffic is suggested during the summer.

Cross Street: Speed is an increasing problem. One car was clocked at 71 miles per hour.

High Street: Should be widened and improved due to type of traffic.

Main Street: Dangerous intersection to cross and

turn onto Route 1. The DOT was to be asked to re-evaluate the speed between Route 1 intersection and the Camden town line.

Pleasant Street: Parents speed on the way to drop children off at school. The street should be widened.

Spear Street: No sidewalk, narrow street. Street should be widened.

Union Street: Fence at quarry obstructs the view of cars coming off of Limerock Street. The first year of traffic count recorded 4,100 vehicles per day.

West Street: Significant traffic problem at RES, especially at the beginning and end of a school day. Street should be widened and sidewalk upgraded. Parking on West Street should be eliminated.

## *State Highways*

The MDOT classifies roads according to three basic categories, arterial, collector, and local. It also designates certain roads as “mobility corridors.” Rockport is in a unique position in that three state arterial highways, routes 1, 17, and 90, cross the community. These arterial highways, considered assets by the state, were built by the MDOT builds

with wider shoulders and straighter alignment for long-distance travel. Routes 1 and 17 are also mobility corridors.

Being a summer destination, Rockport’s vehicular traffic increases dramatically during the warmer months.

## *Shared Road Systems and State Classifications*

### *Local Roads and Streets*

All public roads and streets not classified as arterials or collectors have a local classification. They are characterized by many points of direct access to adjacent properties and share in accommodating mobility. Rockport shares local road access with Rockland on Barter Road.

<b>Municipality</b>	<b>Classification</b>
<b>ROCKLAND</b>	
Route 1	Arterial
Route 17	Arterial
Route 90	Arterial
Old County Road	Collector
Waldo Avenue	Collector
Bog Road	Collector
Barter Road	Local
<b>CAMDEN</b>	
Route 1	Arterial
Union Street	Collector
Camden Street	Collector
Chestnut Street	
Russell Avenue	Collector
Park Street	Collector
Mathews Road	Collector
<b>WARREN</b>	
Carroll Road	Collector
<b>HOPE</b>	
Route 17	Arterial
Hope Road	Collector
Harts Mill Road	Collector
Mt. Pleasant Road	Collector

### ***Route 1***

Route 1 is the principal regional arterial road for the midcoast. All other arterial, collector, and local roads in the midcoast feed traffic at some point to Route 1 or to another road that in turn feeds into Route 1. Route 1 is a mobility corridor and is intended to allow travelers to get to locations along the coast in a reasonably short amount of time. Route 1 is maintained by the Maine Department of Transportation, and that agency's interest is to keep traffic flowing unencumbered along the highway.

### ***Access Management***

In 2000, Rockport voters approved the first access management ordinance that applies to routes 1 and 90. The ordinance limits curbcuts and specifies curbcut spacing along the highways in an attempt to limit congestion.

Maine DOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Retrograde arterials also have driveway spacing requirements. Due to the high volume of traffic on the roadways, Route 1 is classified as a retrograde arterial through Rockport, and so comes under stricter access management standards. Portions of route 17 and 90s are also classified as retrograde arterials.

### ***Route 17***

Route 17 is the arterial corridor connecting Rockland and the midcoast to Augusta, the state capitol. Route 17 is a designated mobility corridor by the DOT. Route 17 still provides for speeds up to 55 miles per hour along the bulk of its length. The DOT also wants to protect mobility along this highway.

### ***Route 90***

Route 90 was built as a Route 1 bypass around Rockland and Thomaston. Route 90 is also a DOT-designated mobility corridor. While the road was constructed as a bypass, the increased development along it has contributed to its growing congestion and there is a concern among Rockport residents that the road may become a sprawling strip of development.

### ***Collectors***

Collector routes are characterized by a roughly even distribution of their access and mobility functions. These routes gather traffic from lesser facilities and deliver to the arterial system. Traffic volumes and speeds are typically lower than those of arterials, although residents along those roads have voiced concerns that traffic often moves too swiftly to qualify as safe for vehicles and pedestrians.

Old County Road runs from Thomaston to Rockport through Rockland and is used as a Route 1 bypass to avoid Route 1 in Rockland.

Bog Road and Waldo Avenue also serve as collector roads between Rockport and Rockland.

Union Street (old Route 1) is a main thoroughfare between Rockport and Camden. Other collector roads between Rockport and Camden are Russell Avenue-Chestnut Street, Camden Street, Park Street, and Mathews Road. Hope Road and Harts Mill Road are collector roads between Rockport and Hope. Carroll Road is the only collector road connecting Rockport with Warren. Mt Pleasant Road is the only collector road connecting Rockport to South Hope.



# Rockport

Transportation Road Network: Traffic Volumes and Safety



Mid-Coast Regional Planning Commission  
166 Main Street, Suite 201  
Rockland, ME 04841  
(207) 594-2299



Prepared by Eastern Maine Development Corporation

## *Levels of Service*

Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure established by the Maine Department of Transportation that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. (See the map, "Transportation Road Network," for LOS information on major Rockport roads on the previous page.)

There are six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum

acceptable volume.

The DOT has noted degradation in the LOS for state roads within Rockport.

Route 1 has the lowest LOS grade observed, D, indicating considerable congestion along most of the roadway. A small portion of Route 1 between the Old County Road intersection and the Porter Street intersection is classified as LOS E. As an annual average, however, LOS does not take into account the increased congestion that affects Rockport during the tourist season. Therefore, for planning purposes, a seasonally adjusted LOS should be used when analyzing the need for local traffic management improvements.

## *Maine Department of Transportation Long-Range Goals*

The DOT has minimal plans for work on Routes 1, 17, and 90 in Rockport over the next decade. Route 90 was just built so it has no structural needs; Route 17 is also in good shape and is not listed as a focus area in the agency's current six-year plan.

Rockport has expressed interest in participating in the Rural Road Initiative – a cost sharing program for improving Minor Collector Roads.

The 2002-2007 Six-Year Plan lists Pascal Avenue, Union Street, Central Street, and Main Street as candidates for RRI work (this program requires a 33 percent local match). The goal is to improve drainage and rideability, with no intent to widen or increase capacity. If there are safety problems anywhere along these roads, the goal would be to apply reasonable cost-effective measures to improve them.

### **Transportation Facilities and Support – State DOT roads**

a. Long Term Goal: By 2015, all state highways, roads and bridges will be constructed and maintained to:

- Minimize erosion on-site and prevent sediment from leaving the job site;

- Road sanding management will be improved to achieve a 40 percent reduction in the amount of winter sand applied to roads and maintain the current level of safe winter driving conditions; and
- "Road salt and sand/salt storage systems" will comply with DEP regulations intended to protect ground and surface waters.

b. 5 Year Goal: By 2005, all DOT transportation projects shall comply with requirements for a sediment and erosion control plan and storm water management plan. By 2004, DOT will achieve a 14 percent reduction in the amounts of winter sand applied to roads. DEP will continue to facilitate installation of road salt and sand/salt storage systems at high priority sites.

#### **Actions:**

- Long term sedimentation control shall be maintained as required in the DOT/ BMP manual (ongoing);
- Implement new "Special Provision 107" of DOT Standard Contract specifications which requires all DOT contractors to include an erosion control plan and implementation costs in the bid price;

#### 4. *Transportation Facilities and Support –Municipal Roads*

- a. Long Term Goal: By 2015, all municipalities will construct and maintain roads and ditches to prevent unreasonable erosion and sedimentation and comply with the ESC law which directs that “adequate and timely temporary and permanent stabilization measures will be used to prevent unreasonable erosion and sedimentation.” Municipalities will use road salt and sand /salt storage systems that comply with DEP regulations intended to protect ground and surface waters.
- b. 10 Year Goal. By 2010, assessment of ESC law will show 75 percent compliance;
- c. 5 Year Goal: By 2005, achieve 50 percent compliance with ESC law, and use an assessment survey to re-evaluate goals for 2010 and 2015;
- c. 5 Year Goal: By 2005, towns and counties with sand/salt piles most endangering ground waters will have been offered cost share assistance and constructed (or be in the process of constructing) a suitable sand/salt storage facility.

At least 20 percent of towns not required to construct sand /salt storage facilities will implement BMPs for the operation and management of sand /salt storage areas.

##### Actions:

- MDOT and DEP will develop a plan to deliver services to help towns.
- MDOT's Local Roads Center, through its newsletter and workshops, will inform towns officials about the values (long term cost avoidance and protection of local water resources) of minimizing erosion and sedimentation from town roads and associated drainage features;
- DEP, through workshops and staff consultations, will help municipalities understand how to comply with the ESC law while maintaining road ditches and other road drainage features;
- The DEP and DOT will jointly develop a program to invite state and municipal road crew personnel to become certified in erosion and sediment control.

#### *Public Transit*

There are no transit facilities in Rockport, although there are two bus services: Coastal Transportation and Concord Trailways, as well as taxi services that are based in Camden.

COASTAL TRANSPORTATION: CTI is a private, non-profit corporation providing public transportation to Knox, Lincoln, and Sagadahoc counties, as well as the towns of Brunswick and Harpswell in Cumberland County.

Public transportation is provided on a weekly

basis to most of the towns in our service area. Some transportation requires reservations up to a week in advance. A number of vans are wheelchair accessible. Low fares are featured on an every day basis, and some low-income individuals may qualify for assistance. Medicare transportation is also available.

CONCORD TRAILWAYS operates scheduled service between Boston and 12 communities, including Rockport, in Maine and 19 in New Hampshire.

#### *Rail Service*

There are no rail lines in Rockport. Rail freight service is available in Rockland, with seasonal passenger service expected in the coming years, as pro-

moted by the Maine DOT. Belfast has a seasonal recreational rail service, which has run intermittently in recent years.

## *Ferry Service*

There is no ferry service in Rockport. Ferry service to North Haven, Vinalhaven and Matinicus is provided from the Maine State Ferry Service

Marine Terminal in Rockland. Ferry service to Islesboro is provided from a Maine State Ferry Service facility in Lincolnville Beach.

## *Air Service*

There are no airports in Rockport. Pen Bay Medical Center has a heliport.

vides national and international commercial passenger and freight services, as well as civil defense operations. The largest runway is 11,441 feet long. Car rental services are available.

### **Primary Regional Airports**

KNOX COUNTY REGIONAL AIRPORT serves Rockland and Knox County with scheduled commercial service, air taxi and general aviation, and is owned by Knox County. The longest runway extends 5,000 feet. Voluntary noise abatement is in place, limiting hours of operation. The facility is about three miles from Rockland in Owls Head. Fuel is available: 100LL JET-A.

BELFAST MUNICIPAL AIRPORT serves Belfast and Waldo County with general aviation, and is owned by the City of Belfast. The airport has a paved runway 4,002 feet long, is lighted and open 24 hours a day. Fuel is available.

AUGUSTA STATE AIRPORT serves Augusta and Kennebec County with scheduled commercial service, air taxi and general aviation, and is owned by the State of Maine. The longest runway extends 5000 feet. Fuel is available: 100LL Avgas and Jet A.

BANGOR INTERNATIONAL AIRPORT pro-

## *Parking*

Rockport Village has the town's only official parking lot, and is the only area in town that has monitored parking in the small business center.

The availability of parking has been an issue in Rockport Village, especially during the summer, when events are scheduled at the Opera House and at the Maine Center for Contemporary Art (Maine Coast Artists). Other businesses vying for public

parking in Rockport Village are the Maine Photographic Workshops and several small storefronts.

To help alleviate the occasional summer parking crunch, the town provides additional parking at Cramer Park, with 30 spaces, and at the Marine Park, with 25 parking spaces.

The Rockport Post Office also offers additional public parking during concerts and events.



## Alternative Transportation

While transportation in Rockport now primarily takes the form of the car, there has been a growing effort in the community to provide alternative forms of transportation, specifically, bike/pedestrian paths. Rockport, in partnership with Camden, applied for and received in 1999 a grant from the Maine Department of Transportation to explore building pathways around the Camden-Rockport area.

In 2001, a Union Street bike/pedestrian pathway was constructed, running from

the intersection of Huse Street to the Camden town line. That pathway was built with a \$200,000 grant from the Maine Department of Transportation and

the federal government. This collaboration represented a joint Camden-Rockport effort to promote alternative forms of transportation other than the car.

Pedestrian infrastructure is confined to sidewalks in Rockport Village, and what's left of older sidewalks in West Rockport village, and in Rockville.

### *How Rockport Residents Get to Work*

Commuting Type	Number	Percent
Workers 16 and older	1,602	100%
Car, truck, van, drove alone	1,197	74.7
Car, truck, van, carpoolled	111	6.9
Public transportation	0	0
Walked	101	6.3
Other means	34	2.1
Worked at home	159	9.9
Mean travel time to work 16.4 minutes		

## Summary

State and local data demonstrate that vehicular traffic increased dramatically over the past 30 years in the region, and projections indicate that trend will continue. Local citizen opinion rates traffic control high on the list of current concerns that the community faces, and has directed the comprehensive plan committee to address traffic/highway issues. In the comprehensive plan survey circulated to Rockport residents in the fall of 2002 (see appendix), respondents clearly directed the committee to address growing traffic problems in town. Two-thirds of the responding Rockport residents wanted Rockport to have more influence in plans for the major state highways of routes 1, 17, and 90.

The survey results also indicated that while they were reasonably content with town roadway amenities, a plurality of respondents favored more pathways and bike paths.

To do so, requires a strong collaboration between Rockport residents, officials, and the Maine Department of Transportation. With three major state highways crossing Rockport, and with traffic only expected to increase, the town, state, and the surrounding region must pool resources and establish common goals. While the need for more efficient traffic flow may seem to contradict the goals of community, they need not be polarized objectives. Creative approaches to living with traffic must be explored, coupled with an aggressive search for alternative funding sources.

Additionally, the town must address the need for alternative transportation – pathways, trails, and public transportation – to reduce reliance on the car, and ease traffic on town and state roads.

# Recreation

Rockport is home to many ponds, streams, and hills that provide access to a variety of outdoor recreational opportunities. It may be necessary to assess how Rockport inventories compare with recommended standards of the National Recreation and Park Association.

Rockport's overall acreage is more than 12,750 with a population of more than 3,210. Of that, the Town of Rockport owns more than 48 acres that are designated for recreation use.

More than 330 acres are in conservation easements or preserves.

Through the efforts of many citizens over the past centuries, Rockport has a wide range of parks and recreational opportunities that many other towns do not enjoy. The entire midcoast area of Maine is considered an outdoor, as well as indoor, recreation destination, and Maine citizens, as well as tourists, participate in many activities here.

The Town of Rockport has enabled the creation of parks and recreation facilities, either by supporting the efforts through zoning or by helping to raise money. During the 1990s, Rockport residents approved and helped to fund the establishment of Rockport Recreation Park on Route 90, with its

ballfields and tennis courts; generously supported the acquisition of Goody's Beach, on the harbor waterfront; and donated money to purchase new playground equipment for Walker Park, also on the harbor.

Some open space and parks are privately owned with public access easements, others are town-owned, and still others are owned by land trusts, purchased with the help of state money and therefore, quasi-publicly owned.

Nonetheless, public waterfront – ocean, pond, and lakefront — access remains elusive, and its acquisition represents a goal of this comprehensive plan. As Rockport land increases so dramatically in valuation, it will only become harder for residents to maintain the privileges they enjoy: hiking through the woods, hunting in the autumn, cross-country skiing and snowmobiling, fishing, and swimming and boating.

## *Existing Rockport Recreational Opportunities*

### TOWN PARKS

**Walker Park:** 1.5 acres. On Sea Street, on the west side of Rockport Harbor, lies Walker Park, with picnic tables, small beach and rocks, and playground equipment.

**Cramer Park:** 3.85 acres. Walking trails and picnic tables along the Goose River, where it passes through the old limestone tailings before emptying into the harbor.

**Goodridge Park** (formerly Honor Roll Park): .45 acres. A small green space across from the Rockport College building and near the harbor, the park has several benches.

**Library Park:** .32 acres. Across the street from the Rockport Public Library.

**Marine Park:** 3.25 acres. Recently enlarged by the acquisition of Goody's Beach, almost an acre of shorefront with a sandy beach, the Marine Park is Rockport's primary harbor park, and which provides boat access to the ocean. The stone sculpture of André the Seal sits at Marine

Park, as well as the historic lime kilns, and a steam locomotive, representing the historic lime industry that once dominated Rockport Harbor.

**Mary Lea Park:** .37 acres. A small, landscaped park between the Rockport Opera House and historic brick buildings along Central Street, the Mary Lea Park provides short walking trails, granite stairways, grassy areas, flowerbeds, and benches. The park is dedicated to the memory of Lea Luboshutz (1885-1965), a violinist, teacher, and Rockport resident.

**Rockport Recreation Park:** 15.22 acres. A three-season recreation facility on Route 90, with tennis courts, ballfields, playground

Glen Cove Picnic Area: A voter-approved purchase of \$700 made in 2003, after the State of Maine decided to divest itself of this small piece of Clam Cove shorefront adjacent to Route 1 in Glen Cove.

## **NON-PROFIT PARKS, FARMS, OPEN SPACE, AND TRAILS**

**Merryspring Nature Park** is a privately-owned 66-acre (37.5 acres in Rockport) park that straddles Camden and Rockport. It is open to the public free of charge every day of the year from dawn to dusk. The park's mission is to acquaint, stimulate, and educate the community in all matters of horticulture; and to exercise and advocate sound principles of wildlife ecology and conservation in order to protect our natural environment. The park maintains walking trails.

Merryspring was founded in 1974 by Mary Ellen Ross, a local horticulturist who had attained national recognition through her mail order plant business, Merry Gardens. She envisioned creating a sanctuary where horticulture and nature could be studied firsthand. When the 66 acres which make up the Park came on the market, Mrs. Ross enlisted the help of many friends in the horticultural community and bought an option on the land. Merryspring Inc., a non-profit corporation, was formed; and a mortgage taken for the property.

**Aldermere Farm:** On the western shore of Penobscot Bay in Rockport, Aldermere Farm has been an area landmark for generations. Maine Coast Heritage Trust owns and manages the working 136-acre farm thanks to a generous bequest made by the late Albert H. Chatfield, Jr. Aldermere supports a world-renowned herd of Belted Galloway cattle and is permanently protected by conservation easements. MCHT is currently developing long-term stewardship plans.

The farm offers educational tours on agriculture and natural history topics, youth and adult programs, and cross-country skiing.

**Vesper Hill Children's Chapel:** 3.43 acres. The pine chapel sits high on a ledge looking eastward over Penobscot Bay. The grounds are landscaped with flowers, herbs, grassy knolls. The chapel was built on property formerly owned by Helene Bok in 1960 and is supported by the Vesper Hill Foundation.

**Beauchamp Point Scenic Byway:** Overseen by the Rockport Conservation Commission, the dirt road that extends around Beauchamp Point is a favorite for walkers, runners, and



bicyclists. It is open to cars in the summer, but closed during winter months. The town maintains the road during the summer.

**The Ledges:** Off of the Beauchamp Point road are the ledges, prominent rocks that are popular for picnicking and ocean swimming.

**Harkness Preserve:** 21.25 acres. Named in honor of one of the first settlers in this area and a revolutionary war hero, the Harkness Preserve, on the west side of Rockport Harbor, was donated to the Coastal Mountains Land Trust by Mary Cramer and the Nature Conservancy. During John Harkness's time, magnificent American chestnut trees provided food, shelter, and shade to human and animal alike. Disease has since wiped out all but the hardiest of trees throughout their range in America. The Harkness Preserve still harbors a sparse but mature stand of American Chestnuts, one of the last two in Maine. A designated nature trail begins on Spruce Street and makes its way through the chestnuts, across two peaceful brooks, and to a magnificent overlook of Penobscot Bay from the shore of Rockport Harbor.

**Beech Hill: 295 acres of** blueberry fields owned and managed by the Coastal Mountains Land Trust with advice from the Maine Department of Agriculture. That arrangement rests on the collaborative funding of the Beech Hill purchase in 2001, which included money raised through donations and through the state's Land for Maine's Future Program.

With expansive views across Penobscot Bay and up to the Camden Hills Park, the 295-acre Beech Hill property provides opportunities for historic, agricultural and environmental education. The open fields offer the opportunity to continue the current organic blueberry farming operation and provide excellent habitat for some rare grassland bird species. The historic stone house on the summit, named "Beechnut," was built in the early 1900s and is of statewide significance. The property also has several miles of walking and cross-country ski trails for the public to enjoy.

**Georges River Highland Path and Ragged Mountain Trail:** Both are trails maintained by the Georges River Land Trust, a non-profit organization based in Rockland. The Ragged Mountain Trail is a 4.9-mile trail extending from Rt. 17 over Ragged Mountain to Thorndike Brook. The paths cross through the hills of the Georges River watershed, which crosses West Rockport. The watershed of the St. Georges River is a varied and beautiful region of the heartland of the midcoast. It covers 225 miles of wooded hills, blueberry barrens, family farms, small towns and rural villages. Fed by streams, ponds and wetlands, the river winds through the lowland 38 miles from its source near Frye Mountain to Port Clyde, where it empties into Muscongus Bay.

The 25 miles of hiking trails at different points of access lead through lowland forests, river bogs, open meadows, beside rushing streams, and over high ridges, to the more strenuous climbing; the summits of Ragged and Bald mountains. In addition to the hiking trails, there are bicycle and auto routes as well canoe and kayak launch areas.

**Sides Preserve:** 8.5 acres. Donated by Ginny and Andrew Sides, this preserve protects 1,400 feet of shoreline on Mace's Pond. The northern portion is a popular spot to launch a canoe or wet a fishing line. A quiet trail moves south through the interior woods of the preserve and towards the southern end of the pond. The wetland near the pond's outlet is a great spot to look for many

## RECREATION

species of waterfowl. The preserve is managed by the Coastal Mountains Land Trust.

### PRIVATE FACILITIES

Midcoast Recreation Center offers indoor ice skating, ice hockey, tennis, and exercise classes. All programs are open to the public.

### NON-PROFITS

The Penobscot Bay Area YMCA (formerly Camden Area YMCA) built its new facility on Union Street in Rockport in 2002. It provides programs in aquatics, arts childrens program, health and fitness, music, and sports.

### PATHWAYS EFFORT

A joint Camden-Rockport Pathways committee has successfully built a pathway from the Camden/Rockport town line near the Penobscot Bay YMCA to Rockport Village along Union Street. The committee continues to research and recommend design and development of bike and pedestrian pathways with a goal of creating a network of pathways and is to develop a "Master Plan."

## RECOMMENDATIONS

### *Summary*

According to the 2002 Comprehensive Plan Survey a major reason people live here is for the quality of life. Naturally contributing factors to Rockport's quality of life are its various recreational opportunities, including its harbor, lakes, and mountains. Care and planning must be given to protecting Rockport's scenic beauty and enhancing its recreational assets. This can be done by preserving and improving access to areas of recreation; designating areas of open space for recreation; maintaining and improving existing athletic fields; identifying areas for snowmobiling, cross-country skiing, hiking, and biking; establishing more public access to ponds, lakes and the salt water; and maintaining and improving community gardens, parks, and playgrounds.



# *Municipal Services*

ROCKPORT PUBLIC LIBRARY

CEMETERIES

PUBLIC SAFETY

ROCKPORT PUBLIC WORKS

MIDCOAST SOLID WASTE CORPORATION

WASTEWATER DEPARTMENT

# Rockport Public Library

The Rockport Public Library was established in 1914, when the YMCA, then located in the theatre part of the Rockport Opera House, made available its “box office” area and collection of 1,000 books as the nucleus of a town library. This collaboration with the YMCA continued until 1925 when the YMCA closed. The Opera House became the town hall; the library was relocated to the lower level of the building.

In 1929, a Library Building Association was founded with a bequest of \$5,000. The association raised money in various ways: two concerts by students of the Curtis Institute of Music, a Chauffeur’s Ball, card parties, food sales and donations. Much of this money was lost in the wake of the Wall Street crash of 1929.

In 1943, Mary Louise Bok gave Rockport the Hotel and Burgess lots on the east and west sides of Limerock Street for a library site. By December 1949, the new library building was constructed at a cost of \$11,884, and with countless hours of volunteer support.

Room for expansion was left on either end of the building. In 1967, a nonfiction room was added to the Lily Pond Outlet side at a cost of about \$6,830. In 1977, the Eleanor Clark Apollonio Children’s Room was added not to the Limerock Street side of the building, as originally planned, but, because of zoning issues, to the front. This changed the entrance from Russell Avenue to Limerock Street. The cost of this project was \$20,974. A Town appropriation of \$3,418 for carpeting, bookshelves, painting and light fixtures was the first time any tax money was spent for library equipment.

In 1979 an Endowment Fund was created with proceeds of the sale of Eastman Johnson’s painting, “Sugaring Off at the Camp,” which had been given to the Library in 1953 by Clifford Smith.

## *Friends of the Rockport Public Library*

The Friends of Rockport Public Library was

established in 1979 with the purpose, as stated in its constitution and bylaws, “to develop and maintain public interest in the Rockport Public Library; to assist in developing and maintaining its service and usefulness to the community; to encourage community support of the library by gifts, records, periodicals, money, personal services, and other resources; and to encourage the use of the library’s facilities in the intellectual and cultural enrichment of life in the Rockport community.” That year, the Friends took responsibility for the annual book sale. Since that time the book sale has raised more than \$76,000, which has been used exclusively for the benefit of the Library. There are currently about 200 Friends members.

In 1987 a renovation project installed a new heating system, created staff workspace and storage space in the attic, provided a handicapped accessible bathroom and added a handicapped accessible rear entrance. This project cost \$80,000, with \$8,800 contributed by the Town of Rockport and the rest raised from private donations.

A fourth building project in 1994-95 added the 24 x 30 Marjorie B. Dodge Room at the back of the library, expanded the Children’s Room and restored the Library’s front entrance, now made handicapped accessible, to its original Russell Avenue orientation. A fundraising campaign raised the \$180,000 needed for this project.

Computers were introduced at the Library in 1990 and became progressively more important in library operations. In 1996 free public Internet access was made possible through the Maine School and Library Network. In 2002 the Library automated its circulation and catalog as part of MINERVA, a statewide integrated library system created by the Maine Info Net Project. From the Library’s website, [www.rockport.lib.me.us](http://www.rockport.lib.me.us), it is possible to search Rockport’s catalog, the catalogs of the other 37 MINERVA libraries, and the catalogs of major libraries and library systems across the state that are part of Maine Info Net. Cardholders can also view their current borrowing

records and renew materials online.

Patron initiated interlibrary loan requesting may be implemented as soon as 2003. Borrowers will be able to directly request materials from Maine Info Net libraries; the system will route the requested books to the Rockport Public Library for pickup.

This innovation will greatly facilitate interlibrary loan requesting, which can now be done only

through library staff. Expanded availability of interlibrary loan capabilities will greatly increase the number of books available to Rockport cardholders. In 1914, cardholders had direct access to 1,000 titles; by 2002, the collection had grown to 28,000; in the near future, with the implementation of patron initiated interlibrary loans, borrowers will have convenient, direct access to the statewide union catalog of 2.5 million items.

## *Summary*

### *Funding*

Funding for the Rockport Public Library comes from a variety of sources:

1. The Town of Rockport pays staff salaries and benefits and audit expenses. This represents 66 percent of the annual operating budget.
2. Income from the Endowment Fund, currently managed by FL Putnam Investment Management Company in accord with state statutes, accounts for approximately 17% of the operating budget.
3. Restricted and unrestricted gifts; desk income, including nonresident fees and overdue fines; and State aid account for the remaining 17% of the operating budget.

Both (2) and (3) are administered by the elected Library Committee.

### *State standings*

According to FY 2001 statistics, the most recent available from the Maine State Library, Rockport Public Library's performance ranks near the top of the 64 libraries serving communities of 2,500 to 4,999.

- 3<sup>rd</sup> in annual circulation (62,535)
- 2<sup>nd</sup> in circulation per capita (19.49)
- 2<sup>nd</sup> in weekly hours open (53.5)
- 1<sup>st</sup> in annual expenditures for collection (\$37,003)

Annual circulation is the best single indicator of a library's activity. According to FY 2001 statistics, of the 12 Maine libraries with annual circulations of 50,000 to 70,000, Rockport accomplishes its work with a comparatively small building and small staff.

- 4<sup>th</sup> of 12 in annual circulation; 62,535, compared to the average of 60,368
- 2<sup>nd</sup> in annual turnover (the average number of times per year a book is checked out): 2.31, compared to the average of 1.78
- 9<sup>th</sup> of 12 in space in existing building: 3,324 square feet, compared to the average of 8,017
- 11<sup>th</sup> in FTE's (full time equivalent staffing): 2.63, compared to the average of six. [The addition of a

fulltime position in FY02 brought Rockport's FTE's to 3.2, still about the half the average for a library with this level of circulation activity.]

### *Space needs*

Rockport Public Library is fast running out of shelf space. By 2005, according to an estimate from Library Director Sally Regan, *it will be necessary to remove one book from the collection for every book that is added*. Lack of shelf space has already forced the Library to cut back subscriptions to current magazines.

Insufficiency of on-site programming space, especially for children's programs, is also a problem. Preschool story times are often very crowded. Some types of children's programs cannot be scheduled due to lack of space. Although the Meeting Room of the Opera House is available, holding children's programs there does not serve a major goal of programming—bringing people into the library so that they will become familiar with its resources and become library users.

Community members frequently ask for a small meeting area where a few individuals could meet or a teacher could tutor a student. Since the building is so small, such meetings inconvenience

other library users. This use is currently kept to a minimum.

The number of computers available for public use is also limited by insufficient floor space. Currently, the library has two OPAC (online public access catalog) computers and three Internet-accessible computers for the public. Even as technological advances bring wireless access, smaller equipment and more home use, the public continues to use the Library for Internet services. More floor space could provide computer access areas in the children's room and computer instruction and tutoring areas for the general public.

### *Parking*

Library users frequently remark on the need for more parking. When the Center for Maine Contemporary Art or the Rockport Opera House have public programs during library hours, people often cannot find a place to park at all.

More parking convenient to the building is particularly needed. Especially disadvantaged by the current shortage are two groups of prime library users: people of retirement age who have some degree of mobility problem and parents with babies or toddlers.



# Rockport Cemeteries

From early times, each area of Rockport has had its own burial ground. Some of these have additions, creating an old and a new section. There are currently a total of six town maintained cemeteries in Rockport and two private ones called the Carleton Cemetery at the boundary of Rockport and Camden on Union Street and the Ingraham Cemetery on Commercial Street. There is also one private family lot on Amsbury Hill. There is a Rockland Cemetery Association, which maintains Rockland Sea View Cemetery in Glen Cove.

Cemeteries are important to the heart of every town; they are an historic record of the town's past providing valuable genealogical information for future generations.

In Rockport Village is the **AMSBURY HILL CEMETERY** between High and Pleasant Streets. Here, many of the town fathers, sea captains and early residents are buried.

**SEA VIEW CEMETERY** lies within the Camden boundary on Russell Avenue and Chestnut Street on the corner of Bay View Street. It was there before the towns of Camden and Rockport were separated.

**WEST ROCKPORT CEMETERY** has a new and an old section on both sides of Park Street. New additions have recently been added to the old part. This Cemetery includes names familiar to the Ingraham Corner and Simonton Corner areas.

In Rockville, the **ROCKVILLE CEMETERY**, on Route 17, new and old cemeteries are adjoining. An additional 169 lots were added in the late 1990's. On the other side of Route 17, the cemetery lots are known as the Rueben Howard Yard. The earliest recorded burial is 1813.

On Warrenton Street, the **GLEN COVE CEMETERY** adjoins the Rockland Sea View Cemetery, both of which lie totally in the Rockport boundary.

## *The Associations*

In the 1990s, five local associations were formed for the following Rockport Cemeteries: Amsbury, Glen Cove, Rockville, Sea View and West Rockport. The town makes annual appropriations to each association. In, addition, each association assesses dues from its members and accepts donations from members of the public.

A group of citizens, led by Goody Kononen set up the first Association representing Amsbury Cemetery and, following that example; the other four groups were formed.

In the beginning each association considered itself responsible for the well being of the cemeter-

ies. Old stones were repaired and cleaned. At Sea View Cemetery, project landscaping was planned and trees were planted. Stonewalls were built or repaired and a French drainage ditch was constructed to make more land available for graves. At Rockville, new gates were installed.

The associations continue to be responsible for the general well being of the cemeteries as follows: to maintain the stones in good condition, to decorate all veterans graves with American flags from Mid-May through November and to notify proper authorities if the grounds are littered or anything is out of order. With the consent of the town sexton

## ROCKPORT CEMETERIES

and/or assistant sexton, Cemetery Associations may erect fences, gates, flagpoles and stone walls, when it is considered necessary.

By 2000, the Town of Rockport formed a Town Cemetery Committee. Representatives from each Association met with Chairman Linda Greenlaw, Town Clerk. In August 2000, Rules and Regulations for the Town Cemeteries were drawn up and presented by this committee and accepted by the Board of Selectmen. These are published in a booklet available at the Town Office.

The town is responsible for mowing the grass, removing trash and maintaining the avenues. The Town reserves the right to limit the amount and variety of plantings and any decorative statues, etc. on grave plots.

All six cemeteries are open from sunrise to sunset. Dogs are prohibited. Receptacles are provided for trash, dead flowers, containers, etc. Water is piped in with convenient faucets for the convenience of visitors.

### *Summary*

It is the goal of the Cemetery Committee and associations to assure that Rockport cemeteries are maintained as places of beauty, dignity and peace for the benefit of the families of the deceased and for the people of the town.

# *Public Safety*

## *Rockport Police Department*

Rockport's Police Department has maintained its respectable reputation in the community, and while it has grown over the past 17 years from three to seven officers, it manages to retain its small-town accessibility.

The annual average number of calls for service has increased five to eight percent each year for the past decade. This can be attributed to a number of factors: the increase of population; the changing expectations of the community; an increase of traffic on Rockport roads and three major highways that cross through Rockport; the addition of a large regional high school, with its own resource officer; and the new Penobscot Bay Area YMCA, on Union Street.

In 1996, the department responded to 1,812 incidents. In 2002, the department responded to 2,965 incidents, representing a 63.6 percent increase over a six-year period. This also reflects a shift to a computer-aided dispatch system shared by other towns in Knox County and the District Attorney's office in recording complaints.

Incidents can range from 911 hangups to violation of bail conditions to stray animals to theft and homicide.

The police department grew to three officers in 1986 and again to the current staff of six officers and one chief of police. In 1996, the police officers became a full-time workforce, creating what the town regarded as a more proficient police department.

In 2003, the police department staff included:

- Mark Kelley, Chief of Police
- Craig Cooley, Administrative Assistant
- Paul Pinkham, Patrol Sergeant
- Travis Ford, Patrol Officer
- Matthew Elwell, Patrol Officer
- Daniel Flaherty, Patrol Officer
- Michael Smith, Patrol Officer
- Kelvin Bickford, Patrol Officer/School Resource Officer

By contrast, Camden has a population of 5,209 and a police force of 11. Rockland has a population of 7,800 with a police force of 21.

## *Knox County Sheriff's Department*

Rockport pays annual taxes to Knox County, and a portion of those taxes help fund the Knox County Sheriff's Department. The 2002 budget for the sheriff's department was \$950,000. Of that, Rockport paid \$115,118. That money covered just sheriff department operations. Rockport paid additional taxes to the county for jail, court, and dispatch services.

Rockport is a member of the Knox County Law Enforcement Task Force, which includes representatives from area towns. Rockport, along with Camden, Rockland, and Thomaston (towns with their own police departments), are all seeking credits from the county because their draw on the Knox County Sheriff Department is minimal.

As of 2003, Rockport was seeking a \$28,779 credit from the county commissioners.

## *Public Opinion*

In the fall of 2003, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. More than 640 questionnaires were returned, representing more than one-third of all households in Rockport. In those responses, 37.4 percent rated Rockport police protection and services as "excellent" and 50.5 percent rated them as "good." Just 9.8 percent rated them as "fair," and 2.4 percent rated them as "poor."

In the same survey, residents recognized that the sharing of services among neighboring juris-

dictions and regionalization can be cost-effective, and represent ways to make use of scarce resources, especially resources that must be staffed and equipped to meet immediate demands, such as public safety.

Rockport survey respondents were generally

interested in the potential for shared community services. Sharing police and fire protection and public works services was strongly favored by 43 to 46 percent of the respondents and somewhat favored by another quarter of the respondents. Opposition to shared services in the five noted areas was 31 percent (for shared police services).

## *Rockport Fire Department*

The Rockport Fire Department currently operates from two fire stations with 30 on-call firefighters. The Fire Chief is the only fulltime person and he is also the custodian of the Public Safety building. He is assisted on the scene of a fire by a deputy chief, assistant chief, and four lieutenants.

Twice monthly, training sessions are held that emphasize hands-on use of equipment. That, along with an up-to-date fire command center combine to deliver professional fire protection to the citizens of Rockport. Firefighters are alerted by the tone-activated pagers they carry with them, as well as by monitors in their home.

Firefighters respond to approximately 150 incidents each year, up from an average of 90 in 1993. That large increase, however, is due in part to the expectation that the fire department respond to more vehicular accidents. They range from structure fires to fuel spills, chimney fires and false alarms. The firefighters also work closely with the Knox County Mutual Aid Association to respond to a variety of emergency situations. The mutual aid system has been in operation since 1958, link-

ing several communities with well-organized services, including quarterly meetings of the 18 fire chiefs. Rockport relies on the mutual aid system for aerial ladders, for example, thus saving the town a considerable expense.

Apparatus consists of three 1,000 gpm pumpers, one 1,250 pumper, one four-wheel drive Jeep, and a SUV. The life expectancy of the pumpers is approximately 25 years.

Currently, \$15,000 is put aside each year in an equipment reserve fund to meet expected apparatus replacement and maintain pace with new technology. Additionally, approximately \$15,000 is spent annually on hoses, tools, nozzles, and safety equipment.

Legislation related to firefighter safety has made it essential to properly train and equip firefighters with modern protective clothing and with self-contained breathing apparatus (SCBA).

Twenty years ago, the town purchased a SCBA air compressor and cascade system to allow rapid refill of breathing air tanks for Rockport firefighters and those of surrounding area fire departments.

## *Summary*

Rockport's public safety system has been operating efficiently for the past several decades, thanks to strong leadership and voters who support both the police and fire departments. With the growth in population, however, the town must focus on serving more households without straining the taxpayers. The fact that the number of police incidents increased 63.6 percent increase over a six-year period illustrates that Rockport's public safety will require more resources. The opportunities for regional collaboration may help relieve potential increased costs.

# Public Works

In 1948, when Rockport's population was half than what exists today, Rockport Public Works employed a foreman, three part-time summer employees, and approximately one dozen winter employees, who tended primarily to the roads. At that point, Rockport owned no trucks, just two snowplows, wings, and two or three sanders.

Sidewalks were maintained, shoveled, or plowed by horse-drawn plows.

In 1988, Rockport Public Works employed one foreman and five full-time employees. One additional full or part-time em-

ployee was hired during the winter.

In 2003, Public Works had five full-time employees plus the director. The annual average cost per man, plus benefits, was \$30,000.

In 2002, Public Works Director Steve

Beveridge noted in the annual town report that the town's infrastructure had grown approximately 20 percent over the preceding two-year period. At the same time, the public works' budget increased 16 percent. Beveridge noted that the town could look forward to increased growth of pathways, subdivision roads, sewers, storm drains, and sidewalks.

## *Rockport's Public Works vehicles include:*

VEHICLE	YEAR	BOUGHT
International tractor dump truck	1969	from DOT
Ford dump truck, L-8000	1973	
Ford dump truck, L-8000	1986	1986
Ford dump truck, L-8000	1993	1992
Ford dump truck, F-350	1995	1994
Ford dump truck, F-250	1997	1997
Ford dump truck, L-8000	1997	
Oshkosh plow truck	1998	1998
Ford dump truck, F-550	1999	1998
Ford dump truck, F-550	2001	
Freightliner dump truck , FL80	2001	2000
Ford dump truck, F-450	2001	2002
Ford dump truck, F-550	2004	2003
Ford dump truck, F-350	2004	2003
Freightliner dump truck, FL80	2004	
John Deere grader	1967	1969
Case loader/backhoe, 590SM	2002	2002
Case loader, 621D	2001	2001
Eager Beaver trailer	1978	
Homemade oil tanker trailer	1990	
On the Road trailer	1996	
Moback wood chipper	1992	1995
Caterpillar Olympia generator		

# Mid-Coast Solid Waste Corporation

The Mid-Coast Solid Waste Corporation (MCSW) comprises the towns of Camden, Hope, Lincolnville, and Rockport. The towns operate a solid waste facility at the site of the old limerock quarry – Jacob’s Quarry – in Rockport for the benefit of the member communities.

Formerly known as the dump, the solid waste facility, now encompassing 16 acres, has been in operation in one form or another since 1930. When, in 1979, the four towns established their inter-local

agreement, they built the transfer station.

The facility functions as a transfer station for municipal solid waste (trash is trucked to Orrington to the Penobscot Energy Recovery Corp. incinerator), a recycling center, and as a disposal site for construction demolition and debris. The quarry has two sections, Jacob’s Quarry North and Jacob’s Quarry South, which are separated by a gut that has been filled. Each are approximately 300 feet deep, and both Camden and Rockport began filling the quarry with garbage and trash in the 1940s.

The south section is currently used for the disposal of acceptable construction demolition and debris.

The remaining disposal capacity of Jacob’s Quarry South is five to 10 years. Jacob’s Quarry North would provide disposal capacity well into the future.

The facility currently operates under an administrative consent agreement and enforcement order with the Maine Department of Environmental Protection and the state’s attorney general, resulting from alleged environmental violations, including the discharge of leachate into Lily Pond. This agreement dates back to the early 1990s. The violations have been addressed and corrective action taken to protect against pollution.

The agreement further calls for MCSW to either submit closure plans or apply for a license. The corporation had been pursuing the licensing option until early 2003.

However, due to escalating and unpredictable costs of responding to requests from the DEP as part of the licensing process, the board of directors of Mid-Coast Solid Waste decided to pursue the closure option while retaining their right to continue pursuing a license should closure prove similarly costly. Meetings with the DEP were scheduled for the summer of 2003.

Regardless of the status of the quarry, the facility will likely be operational for the next 10 years and beyond. Given the remaining capacity of Jacob’s Quarry South, closure could take as long as

## *MCSW Structure*

The four-town cooperative operates under an inter-local agreement through a board of directors and an executive committee.

Each town has two representatives on the board of directors appointed by the respective selectmen for three-year terms. The executive committee consists of the town managers from Rockport, Camden, and Lincolnville; a selectman from Hope; and, the director of Mid-Coast Solid Waste Corporation.

The board establishes policy and manages the business affairs of the cooperation. The day-to-day operations are managed by the executive committee, primarily through the facility director and the executive director. What started out to be a small operation has grown into a much larger and more complex system. For example, during some summer days, more than 1,200 cars pass through the gate. In addition, the Maine Department of Environmental Protection now requires extensive monitoring and the expenditure of thousands of dollars to satisfy their monitoring requirements.



10 years.

Additionally, considerable capital has been expended in buildings and improvements to process municipal solid waste and recycling. In 1995, the MCSW constructed a 9,000-square-foot regional recycling building, and in 1999, the facility purchased a wood grinder for \$250,000.

As important, the opportunities of siting a new transfer station within the four towns are limited.

In 2002, voters approved moving from a tax-based operation to a user-based operation, instituting a Pay-As-You-Throw (PAYT) program. Now, there is a \$1 charge for each special yellow 33-gallon bag that is disposed. Contractors attach a \$2 yellow tag to their large bags.

It was noted in June 2003 that some users actually empty their yellow bags into the hopper and take them home to use again. Or, they wait for an opportune moment to throw items into the hopper that are not in yellow bags. Others have buried their green bags under their yellow bags to hide them from gate attendants.

Revenues from the new PAYT program estimated for fiscal year ending 2003 were \$285,000;

per ton contractor revenues were estimated to be \$323,000 for the same period.

Since 1999, the CSW Transfer Station has been shipping approximately 8,500 tons of trash annually to the Penobscot Energy Recovery Corporation (PERC) incinerator in Orrington. In 2002, the facility shipped 7,657 tons of trash to PERC, a reduction of 800 tons from the previous year.

In 2001, MCSW spread and compacted almost 4,000 tons of construction and demolition debris.

During 2001, MCSW ground and shipped approximately 1,800 tons of brush and wood waste for refuse-derived fuel. In 2002, that number increased to 2,650 tons of brush and woodwaste.

Wood chips are also available for gardening and landscaping.

In 2001, MCSW shipped 2,239 tons of recyclables (up 1,000 tons from 1999) to the Maine Resource Recovery Association and other recycling companies. In 2002 the facility shipped 2,100 tons of recyclables.

## *Summary*

The amount of trash and demolition debris will continue to mount as the population in the four-town area continues to grow. Despite recycling efforts and the introduction of the PAYT program, the public is still disposing too much trash and recycling too little. The Midcoast Solid Waste Corporation is encouraged to maintain and strengthen its emphasis on recycling.

Additionally, Rockport, along with the other three towns in the Midcoast Solid Waste Corporation, are facing an uncertain future for landfill options. Currently, the corporation is addressing the towns' landfill issues in a proactive manner, and will continue to advocate for the towns it serves.



# Wastewater Disposal

In the mid 1980s, the Maine Department of Environmental Protection threatened to file suit against the Town of Rockport for overboard discharge of raw sewage into Rockport Harbor and Clam Cove. In response, Rockport initiated a facilities planning effort to determine the best way to serve the wastewater needs of the community. This evaluation focused on the entire town and determined that Rockport Village and Glen Cove areas required some type of management system other than individual subsurface systems.

Initially, the town attempted to negotiate with Camden and Rockland to accept wastes from these areas. Rockland was interested in the waste from the Glen Cove area, but residents in Camden were not interested in assisting Rockport. The plan was modified to provide a treatment facility along the Goose River in Rockport Village, but the residents rejected this plan due to concerns over dilution of the saltwater in the harbor and potential contamination of harbor waters.

After additional negotiations the Town of Camden agreed to accept wastes from the Village area if significant improvements were made to the Camden system at no cost to Camden. In 1988, Rockport entered into inter-local agreements with Camden and Rockland to accept the wastes from the Village and Glen Cove respectively. The inter-local agreements addressed the terms and conditions for accepting and processing Rockport's sewerage, including the number of gallons to be accepted, the payment terms

for this service, and the duration of the agreements. Essentially, Rockport pays Camden and Rockland for receiving and processing Rockport sewerage to the extent necessary for them to comply with their discharge licenses.

In 1991 and 1992, Rockport contracted with engineering firm Woodard & Curran to design and construct a wastewater system that would tie into Camden on the east side of town and Rockland on the south side of town. The Glen cove sewer line runs along Route 1 from South Street to the

## Sewer Agreements

Rockport entered into two interlocal sewer agreements, one with Rockland in 1988, the other with Camden in 1990.

Camden agreed to take Rockport's sewage providing Rockport constructs, operates, and maintains its facilities in Rockport. Camden guaranteed Rockport that its treatment plant would accommodate a monthly average rate of 150,000 gallons per day, provided it is in an acceptable state.

Rockland agreed to take up to 70,000 gallons per day from the Samoset Resort in Rockport, and an average of 100,000 gallons per day from Rockport.

### WASTEWATER VOLUME

Gallons (in millions) Pumped from the Warrenton Street Pump Station to the Rockland Treatment Plant

1998	1999	2000	2001	2002
21	23	22	23	26

Gallons (in millions) Pumped from the Goose River and Country Inn pump stations to the Camden Treatment Plant:

1998	1999	2000	2001	2002
17	17	17.5	19.5	23

Rockland city line, and includes the Romaha Trailer Park, Warrenton Street to the right-angle turn of Eastward on the Ocean drive.

This system was completed in 1994 and has been expanded to include service on Routes 90 and 1 since that time.

Two more sewer extensions were funded and completed during 2000, adding 4,000 feet of new sewer and water lines along Route 1 from the vicinity of intersection of Route 90 and West Street south to the area near the intersection of Elwel Drive.

In 2000, Rockport received a Community Development Block Grant of \$400,000 to construct water and sewer lines to accomodate the Camden National Bank Operations Center expansion and the new State of Maine Cheese Factory Store on

Route 1. As part of the project, Rockport residents approved the formation of a \$700,000 Tax Increment Financing District (TIF) along a portion of Route 1, the intent of which was to direct revenue from new business development within the TIF district to future infrastructure expansion.

Two new pump stations were also added in 2000: one serving the Fox Ridge Business Park on Route 1, the other at the Camden Hills Regional High School.

The sewer extension from the intersection of Route 1 running west along Route 90 to the new Camden Hills Regional High School was funded through the construction of the new high school and was not a direct cost absorbed by the town, although taxpayers did end up, through the school portion of their tax payments, paying in part for the sewer expansion.

## *Summary*

Rockport is at risk when the agreements with Camden and Rockport end. It would help the town's negotiating position if the wastewater system in Rockport were connected, thereby allowing wastewater to be sent in either direction to Rockland or Camden.

The development of Rockport's villages will require the availability of sewage treatment for West Rockport, and later Rockville.

